

MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom

**SOCIAL  
SIGHT—**



Qualified European Attention, Modern  
Kymograph Testing Equipment at  
**LAZARUS.**  
13, QUEEN'S ROAD CENTRAL.  
Established over 40 Years.  
For Appointment—  
Phone MR. COOPER, C. 9205.

No. 22,289 號玖拾捌百貳千貳式第 日伍廿月壹拾年巳己 HONG KONG, WEDNESDAY, DECEMBER 25, 1929. 拜禮 日伍廿月貳拾年九廿百九仟壹英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous  
Time Tables cancelled).  
UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon, Dep.	6.40	8.05	9.30	10.55	12.10	1.35	3.00	4.25	5.50	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	8.00	9.25	10.50	12.15	1.40	3.05
Yau Ma Tei, Dep.	6.48	8.13	9.38	11.03	12.18	1.43	3.08	4.33	5.58	7.23	8.48	10.13	11.38	13.03	2.28	3.53	5.18	6.43	8.08	9.33	10.58	12.23	1.48	3.13
Shatin, Dep.	7.01	8.26	9.51	11.16	12.31	1.56	3.21	4.46	6.11	7.36	8.61	9.86	11.11	12.36	2.61	3.86	5.11	6.36	7.61	8.86	10.11	11.36	13.01	1.56
Tai Po, Dep.	7.15	8.40	10.05	11.30	12.45	2.10	3.35	4.60	5.85	7.10	8.35	9.60	10.85	12.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	1.60
Market, Dep.	7.20	8.45	10.10	11.35	12.50	2.15	3.40	4.65	5.90	7.15	8.40	9.65	10.90	12.15	2.40	3.65	4.90	6.15	7.40	8.65	9.90	11.15	12.40	1.65
Pealing, Dep.	7.30	8.55	10.20	11.45	13.00	2.25	3.50	5.05	6.30	7.55	8.80	10.05	11.30	12.55	2.50	3.75	5.00	6.25	7.50	8.75	10.00	11.25	12.50	1.75
Shui, Dep.	7.35	9.00	10.25	11.50	13.05	2.30	3.55	5.10	6.35	7.60	8.85	10.10	11.35	12.60	2.55	3.80	5.05	6.30	7.55	8.80	10.05	11.30	12.55	1.80
Shum, Dep.	7.41	9.06	10.31	11.56	13.11	2.36	3.61	4.86	6.11	7.36	8.61	9.86	11.11	12.36	2.61	3.86	5.11	6.36	7.61	8.86	10.11	11.36	12.61	1.86
Canton, Arr.	12.05	1.30	2.55	4.20	5.45	6.70	7.95	9.20	10.45	11.70	12.95	2.20	3.45	4.70	5.95	7.20	8.45	9.70	10.95	12.20	1.45	2.70	3.95	5.20

### DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton, Dep.	—	—	—	—	8.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shum, Dep.	7.17	8.42	10.07	11.32	12.57	2.22	3.47	4.72	5.97	7.22	8.47	9.72	10.97	12.22	1.47	2.72	3.97	5.22	6.47	7.72	8.97	10.22	11.47	12.72
Shui, Dep.	7.23	8.48	10.13	11.38	13.03	2.28	3.53	4.78	6.03	7.28	8.53	9.78	11.03	12.28	1.53	2.78	4.03	5.28	6.53	7.78	9.03	10.28	11.53	12.78
Pealing, Dep.	7.30	8.55	10.20	11.45	13.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	2.60	3.85	5.10	6.35	7.60	8.85	10.10	11.35	12.60	1.65
Market, Dep.	7.40	9.05	10.30	11.55	13.20	2.45	3.70	4.95	6.20	7.45	8.70	9.95	11.20	12.45	2.70	3.95	5.20	6.45	7.70	8.95	10.20	11.45	12.70	1.70
Tai Po, Dep.	7.44	9.09	10.34	11.59	13.24	2.49	3.74	5.00	6.25	7.50	8.75	10.00	11.25	12.50	2.74	3.99	5.24	6.49	7.74	8.99	10.24	11.49	12.74	1.74
Shatin, Dep.	7.57	9.22	10.47	12.12	13.37	2.57	4.12	5.37	6.62	7.87	9.12	10.37	11.62	12.87	2.97	4.22	5.47	6.72	7.97	9.22	10.47	11.72	12.97	1.97
Yau Ma Tei, Dep.	8.11	9.36	11.01	12.26	13.51	3.11	4.36	5.61	6.86	8.11	9.36	10.61	11.86	13.11	3.31	4.56	5.81	7.06	8.31	9.56	10.81	12.06	13.31	2.11
Kowloon, Arr.	8.17	9.42	11.07	12.32	13.57	3.17	4.42	5.67	6.92	8.17	9.42	10.67	11.92	13.17	3.37	4.62	5.87	7.12	8.37	9.62	10.87	12.12	13.37	2.17

For First Class Passengers Only. Will Stop at ANY STATION ON REQUEST.  
Further information may be obtained at the RAILWAY OFFICES, KOWLOON,  
from Messrs. THOS. COOK & SON, LTD., HONG KONG, from THE AMERICAN  
EXPRESS COMPANY, HONG KONG, or from THE CHINA TRAVEL SERVICE, 6, QUEEN'S  
ROAD, HONG KONG.

By Order  
R. BAKER, Manager.

## HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONG KONG—CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays  
10.00 P.M. only)  
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays  
4.30 P.M. only)

### HONG KONG—MACAO LINE.

From Hong Kong:  
5.00 A.M. "SUI TAI" from Wing Lok Wharf.  
8.00 A.M. "SUI AN" (Sundays Excepted)  
4.0 P.M. "SUI AN" do.  
2.00 P.M. "SUI TAI" (Sundays Excepted)

### EXCURSION TO MACAO:—

On SUNDAY, 29th DECEMBER.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and  
from Macao at 4.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

## "LOOKING BACKWARD" ON THE WORLD.

### REVIEW OF THE YEAR'S EVENTS IN CHINA.

EFFORTS AT RECONSTRUCTION BAULKED BY WAR.

[United Press Special.]

PEKING.—The National Government of China, organized under the Kuomintang has spent the entire twelve months of 1929 in a fierce struggle for its existence. The bright hopes of Chinese leaders, expressed at the end of 1928, that the "military period" had ended, have not been realized as one military coup after another has attempted to overthrow the Government at Nanking.

The unceasing threat of renewed civil war within China, breaking out at intervals into actual conflict, has been enhanced by the danger of a disastrous international conflict with Soviet Russia since last July, when Russian managers of the Chinese-Eastern Railway in Manchuria were deported and the railway's operation taken over by Chinese authorities.

Three major revolts against the National Government during the year have compelled leaders at Nanking to spend most of their revenues on warfare which they had intended for reconstruction of the country.

#### Three Big Revolts.

The first serious revolt occurred in March, when the two Kwangsi leaders, Li Tsung Jen and Pai Chung Hsi, took up arms against the National Government, and attempted to set up a separate government at Hankow. The brilliant generalship of General Chiang Kai Shek, Chairman of the National Government, assisted by German military advisers, drove the rebels out of Hankow into southern China and checked the revolt.

The Kwangsi leaders were defeated but not eliminated, and again in May an even greater revolt threatened the Government. The Kwangsi Generals made a drive on Canton at the same time as Generals under Marshal Feng Yu Hsiang defied the Central Government in North China. By the discriminating use of money, however, some of Feng's Generals were bought off, and Chiang Kai Shek again defeated the Kwangsi clique in the south.

The third and most serious revolt was being prepared, however, and early in October Feng's Generals again defied Nanking at the same time as General Chang Fa Kwei, former associate of Chiang Kai Shek, rebelled north of Hankow. This revolt tested to the full the strength of the Government, as the rebels dominated about half of China's eighteen provinces.

#### Smaller Upheavals.

In addition to these three major revolts, there have been a dozen lesser anti-Government movements in China. The most serious of these were the Communist menace in the southern provinces and the Moslem revolt in Kansu. The Communist armies, legacy of Soviet Russia's period of dominance in Canton, and the Moslem raiders were responsible for an appalling loss of life, estimated as high as four million persons. Large towns in Fukien, Kwangsi, and Kansu were completely wiped out in these sanguinary struggles.

Government troops warred throughout the year in these provinces, but as the year ends seem to have the upper hand.

#### The Sino-Russian Dispute.

The dispute with Soviet Russia actually affected only the Three Eastern Provinces of Manchuria, although negotiations were carried on chiefly by the Foreign Minister at Nanking. North Manchuria, which depends upon the Chinese-Eastern Railway, has suffered immensely from the dispute. Hundreds of Chinese along the border have been killed in border raids by Soviet troops, which Moscow declared were retaliations for Chinese raids into Siberia. North Manchuria's business has been cut in half.

Government leaders have made the charge that Marshal Feng Yu Hsiang's revolt was subsidized by Soviet Russia, but this has been denied at Moscow, and there has been no independent confirmation of the charge.

Because of the constant battle for existence, the National Government has been compelled to "mark time" on its schemes for reconstruction, having little time or money left for anything else than its battles against rebels.

#### Relations with the Powers.

The Ministry of Foreign Affairs at Nanking, however, has persisted in its determination to abolish the "unequal treaties," continuing the campaign begun in 1928. At the beginning of this year the National Government took over control of the Chinese Customs Administration, dominated by foreigners since the middle of the last century. It has announced its intention of abolishing extra-territoriality at the end of 1929, making foreign residents in China subject to Chinese Courts.

The Great Powers, however, have unmistakably indicated that they will not approve abolition at this time, on the grounds that unsettled conditions in China make foreign life and property too insecure to trust a Central Government to protect them.

#### "Marking Time" on Reconstruction.

Tremendous obstacles have faced the Nationalist Government during 1929 in its efforts to begin the period of reconstruction decided upon in 1928 by the Kuomintang leaders.

The Government has had to spend great sums of money provided by higher taxes in putting down revolts instead of upon reconstruction. It is conservatively estimated that these military movements against dissatisfied militarists have cost the Government at least \$400,000,000, which has wiped out the increase in funds obtained from the higher tariffs established at the beginning of the year, when the Chinese Government resumed control of its own Customs Administration and salt monopoly.

In spite of this serious drain, however, the Finance Minister, T. V. Soong, has managed to place a portion of the defaulted foreign loans upon an interest-paying basis, hoping eventually to restore China's credit abroad, which is practically non-existent as the year closes.

The high hopes for accomplishment in 1929 expressed by Government leaders at the beginning of the year have not been realized, due almost entirely to military expenditures. But it is felt that the end of the "military period" has been merely deferred, and that the militarists are convinced, more than they were at the end of last year, that revolts against the central authority are foredoomed to failure.

The increase in Customs revenues has had an appreciable adverse effect upon business in China, particularly the large import and export trade, but has yielded the higher revenues to the Government which Chinese leaders feel are essential if a strong Central Government is ever to be established.

(Continued on Page 4.)

## THE HONGKONG

PENINSULA HOTEL;  
HONG KONG HOTEL;  
REPULSE BAY HOTEL;  
PEAK HOTEL.

AND

## SHANGHAI

ASTOR HOUSE HOTEL;  
PALACE HOTEL;  
MAJESTIC HOTEL.

## HOTELS,

LIMITED.

IN ASSOCIATION WITH THE  
GRAND HOTEL DES WAGONS,  
LITS, PEPING.

The Only Hotel in CANTON  
Directly under European  
Management.

THE VICTORIA HOTEL  
SHAMEN  
Guides  
and Trips  
arranged for  
and Special-Care  
Taken of TOURISTS.  
Cable Address: "VICTORIA."

Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction

## THE HOTEL RIVIERA MACAU

Cable Address:—"Riviera, Macau."

## THE STANDARD LIFE ASSURANCE CO.

Assurance by Monthly Payments. Benefits of Life Assurance brought  
within reach of those to whom the payment of a large sum yearly,  
half-yearly or quarterly may be an inconvenience.  
Liberal conditions as to Loan, Surrender, and Paid-up Policy Value.  
Apply to

DODWELL & CO., LTD.

AGENTS,  
2, QUEEN'S BUILDING.

SHIPBUILDERS,  
SHIP REPAIRERS,  
BOILER MAKERS,  
FORGE MASTERS,  
OXY-ACETYLENE AND  
ELECTRIC WELDERS,  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

THE TAKOO DOCKYARD & ENGINEERING COMPANY  
SAVAGE TUG "TAKOO"  
YARD, 600 METERS

—DRY DOCK—  
Length 787 Feet.  
Depth on Centre of  
SH (W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 8,000 Tons Displacement.  
Electric Crane at Sea Wall,  
Capable of Lifting 100 Tons  
at 70 Feet Radius.

BUTTERFIELD & SWIRE, Agents,  
HONG KONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKOO DOCK, HONG KONG."  
TELEPHONE: No. 319 CENTRAL  
CABLE FLAG: "O" OVER "ANG. PENANG."

POMMERY  
et GRENO



CHAMPAGNE

The Wine of Kings  
The King of Wines

SOLE AGENTS:—  
CALOBECK, MACGREGOR & CO., LTD.  
Telephone Central 76.

## Diary of Coming Events.

To-day, (December 25.)	Queen's Theatre: "This is Heaven." World Theatre: "Nervous Wreck." Star Theatre: "Desert Nights." Tea Dance: H.K. Hotel, 5 p.m. Dinner Dance: H.K. Hotel, Boxing Day Carnival, 8.30 p.m. Tides:—High, 6.24 a.m. and 6.41 p.m.; Low, 12.44 a.m. and 11.50 a.m.	Saturday, December 26.)	Cricket.—Division I.: Craigen-gower v. H.K.C.C. (L). Division II.: University v. R.A.O.C. (L). Indian R.C. v. R.E. and S. (L). C.S.C.C. v. Royal Artillery, H.K. C.C. v. Craigen-gower (P). Police v. Electric (P). Chinese R.C. v. Recoire (P). Football.—Senior Division: South China v. Navy, Recoire v. St. Joseph's, Kowloon v. Chinese, Police v. Club, Royal Artillery v. K.O.S.B. Junior Division: Eastern, Ewo, Recoire v. South China, B. Club v. University, St. Joseph's v. Chinese "A", Royal Artillery v. South China "A", Kowloon v. K.O.S.B. Queen's Theatre: "This is Heaven." World Theatre: "Tenderloin." Star Theatre: "Desert Nights." Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m. Dinner Dances: Hong Kong, Peninsula and Repulse Bay Hotels, 8.30 p.m. European Mails.—Outward: Europe via Marseilles (Suva, Khyber, 10.30 a.m.
Thursday, (December 26.)	Boxing Day. St. Stephen. Golf: Christmas Meeting. Hockey: Club v. Navy, U.S.R.C. ground, 5 p.m. Tides:—High, 5.25 a.m. and 6.09 p.m.; Low, 11.21 a.m.	Friday, (December 27.)	St. John. Euro-American Returned Students Union, annual general meeting and Dinner dance, H.K. Hotel, roof garden. Queen's Theatre: "This is Heaven." World Theatre: "Tenderloin." Star Theatre: "Desert Nights." Tea Dances: H.K. Hotel, Peninsula Hotel, 8 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. Tides:—High, 5.25 a.m. and 6.09 p.m.; Low, 11.21 a.m.



HOW TO BUY AN  
OLD CAR.

## SNARES FOR THE UNWARY.

It is usually during the weeks succeeding the Show that some of the most desirable bargains in cars are to be discovered in the second-hand market. The new cars, have been ordered and, perhaps, delivered, in nearly every case on the part, exchange system, by which the old car represents a proportion of the price, and dealers all over the country are receiving or preparing to receive the old ones. The choice of a second-hand car has always been a rather difficult business, but within the last year or two the risk of getting a really bad bargain has been considerably lessened owing to the spread of what may be called "the one-year-car" habit. A very large number of motorists nowadays find that it pays them better, on the whole, to keep a car for a year only, and when the new model comes out to exchange it for a new one.

The reason for this is partly because they enjoy the use of the latest type, and partly because the second-hand value of a car which has only done a few thousand miles is obviously very much higher than it would be at the end of the second year. The gradual payment system, together with the part exchange scheme, has spread very rapidly all over the country, and it is the rule rather than the exception for really sound cars to be found in the second-hand department of most dealers' establishments.

In this connection I have just been told of two examples of second-hand value for which there does not seem to be any explanation. One is that of a well-known and very popular medium-powered car which cost about £350 a year ago, for which no less than £200 was offered by a large firm of dealers on condition that the latest model was bought in exchange. The other was that of an equally well-known luxury car costing in the neighbourhood of £1,600 three or four years ago, in excellent condition, with very high-class coachwork, the value of which has been assessed at under £400. These are probably exceptions of a kind for which there is no explanation.

## The Wise Plan.

There are one or two things to be remembered by the inexperienced

when they are looking for a second-hand car which shall be of real value and not a mere money trap. The wisest plan, naturally, is to buy a car whose history is known, that is, one belonging to friends. Most of these deals are carried out with firms of whom "the other party" have long been customers, and it is obviously to the interest of the firms in question to see to it that their new customers get the best bargains possible. Yet, if you should hear that man Jones has been allowed £200 for his one-year old car, it is unreasonable to expect that you, Robinson, will get it for as little as that. As we have heard from the trade more than once, these second-hand car deals are based on very narrow margins of profit, and in order to secure a sale of some kind some firms are willing to sacrifice a good deal of the commission due to them on the sale of the new car. A profit must be made somehow, and it would be unreasonable to expect a business firm to be satisfied with less than they can get.

A good rule in dealing with a strange firm is to put yourself completely in their hands and at the outset to make it clear that, if you are satisfied with the second-hand car, you will place your order for the next one with the same people, and for that reason it is important to deal only with firms of established repute.

## Renovation.

Other points to be remembered when a suitable type of car has been found is to endeavour to assess the amount which will have to be paid before long in addition to the purchase price. Tyres may be worn and need renewal within two or three months. This will add possibly £20 to the price. Parts of the running gear or engine may be in need of attention, and there is always a possibility, unless considerable caution is used, of having a repair and renewal bill to face before long. For that reason a proper trial should be made of the car, and in the event of wear being discovered a hard and fast estimate for the necessary overhauling obtained on the spot.

Second-hand cars are very often from the utility point of view quite as practicable purchases as new ones, but the exceptions may lead to painful experiences in the matter of a continuous stream of small bills, with the attendant worry of having an unreliable machine which may at any moment spring an unpleasant surprise on you.

Generally speaking, it is wiser to fix your choice on a type which has a workaday rather than a striking performance, on a car of moderate attainments rather than on a really fast one. Except in the hands of experienced enthusiasts, a car which has a high maximum speed has greater potentialities for giving trouble in its second ten thousand miles than one of the family type. Unless you know the late owner, it is wiser to pass over the "Sports" type and stick to the other. The Sports type is far more likely to have been driven hard, and therefore be in a more advanced condition of wear than one with a comparatively slow-speed engine, and coachwork designed for sober use.

## The Coachwork.

Particular attention should be paid, of course, to the condition of the coachwork. If there are door rattles and other evidences of wear and looseness, it is essential to discover before you buy it how deep-seated the trouble is. A light rattle, to which you do not perhaps pay very much attention while watching the performance of the engine, may increase very rapidly after the car is yours, and lead not only to fresh expense in having it cured, but also to your being deprived of the use of the car for a considerable time.

Couch-building jobs of this kind are apt to take considerably longer than the circumstances seem to warrant. Another fruitful source of annoyance is stickiness in the window-raising apparatus, the cure of which usually entails dismantling the entire door. To a considerable extent you should be able to leave the responsibility of the condition of the machinery largely to the vendors, as it is to their interest to see that you have as little trouble as possible in this respect, but coachwork weaknesses must be sought for and traced on the practical trial run.

## MOTORING.

IS IT TO REMAIN A  
PLEASURE?

The open road is ahead; a fresh breeze bringing a glow into one's cheeks; and round about, on all sides, is beautiful country. Perhaps the track is laid through green pasture lands, verdant with lush grass, and fed by a cool, placid stream; it may lie among mountains, their rugged heights towering upward to the skies, and forming grand silhouettes and impressing their majesty upon all. Or, perhaps the road is nothing but a mere track, stretching into the distance across parched and arid-looking plains, with but a shrub or two out-lined against the blazing waste.

What matters it? There is beauty and interest in them, although one may appeal more to another. The main thing is that trips to just such scenes are possible, and are the heritage of every man, woman, and child of to-day. To the motor-car do we owe such opportunities, and to the brains that have given them to us.

In its comparatively short lifetime the motor-car has been one of the most potent factors in the development of civilization. It has, in the space of a few years, opened up countless avenues of hitherto undreamt-of pleasures and accomplishments. So rapid has been the advance of automobile engineering, and the motor industry in general, that it forces one to wonder what the future will hold. We are reputed to be on the brink of even greater and more astounding discoveries, and it is said that we are as yet still only in the dawn of motoring progress. Perhaps we are; but unless we are careful there may be another more appropriate metaphor to apply to the position, viz., that we are in the twilight

(Continued on next column.)

POPULAR SMALL  
CARS.

## LARGE OUTPUT.

The popularity of light cars is emphasized to an extraordinary degree by the Motor Show every year. It is on the light car stands, says *The Light Car and Cyclecar*, where the large crowds gather. It is the small cars which grip the public imagination because they extend such wonderful possibilities and are so remarkably economical and satisfactory in service. At the Motor Show this year there were 15 British makes, eight French, eight Italian and one Belgian, making 31 makes in all. Last year there were 33 makes of light car at the Show, and in 1927 there were 29 makes. These figures do not show that the manufacture of light cars is an increasingly popular occupation, but to those who understand the trade they indicate an extremely healthy condition. While the demand for light cars has increased enormously the number of makers shows no rise, revealing that big outputs are the rule to-day, with consequent material benefits to the user in first cost, service and general satisfaction.

of motoring progress, at least in so far as pleasure is concerned.

The fact is that the traffic question, which has for so long been a source of anxiety within the limits of the city, is quickly spreading far into the whole metropolitan area, and beyond that into the country. One has only to venture out on a Saturday or a Sunday along any of the main roads to see ample evidence of the threatening trouble. The never-ending procession of motor traffic is so great that driving is no longer a pleasure, while the bustling habits of so many car owners in their endeavours to pass each other render what should be a pleasant relaxation a period of rather trying alertness.

## TYRES FOR LORRIES.

CHANGING-OVER FROM  
SOLIDS TO PNEUMATICS.

It is most satisfactory to find such a greatly increased demand for vehicles equipped with pneumatic tyres, this not only applying to the lighter types but both to four-wheeled and six-wheeled models capable of carrying very heavy loads.

We know, states *The Commercial Motor*, of cases amongst chassis makers where it has been the practice to maintain a reserve stock of vehicles, but the call for those with solid tyres has been so small that those in stock are being provided with pneumatic equipment.

Amongst users, too, there is a distinct increase in the demand for conversion to pneumatics, but here a certain amount of caution should be exercised and expert advice obtained. An example of the trouble which may occur was the recent prosecution of a municipality which, by fitting pneumatic tyres on its buses and altering the wings accordingly, found itself in the regrettable predicament of being prosecuted by its local police for exceeding the maximum width permitted by law, which for vehicles above two tons unladen weight is 7 ft. 6 ins., and the vehicles of the municipality in question had as a result of the changes attained a width of 7 ft. 9 ins.

In some cases the alteration may involve difficulty with the bodywork and necessitate the provision of larger wheelarches. There is usually no trouble as regards the final drive ratio, because the larger tyres raise this somewhat and so compensate for the extra speed which it is possible to achieve. The movement is, however, all to the good and one which receives the cordial approval of the Ministry of Transport and road authorities.

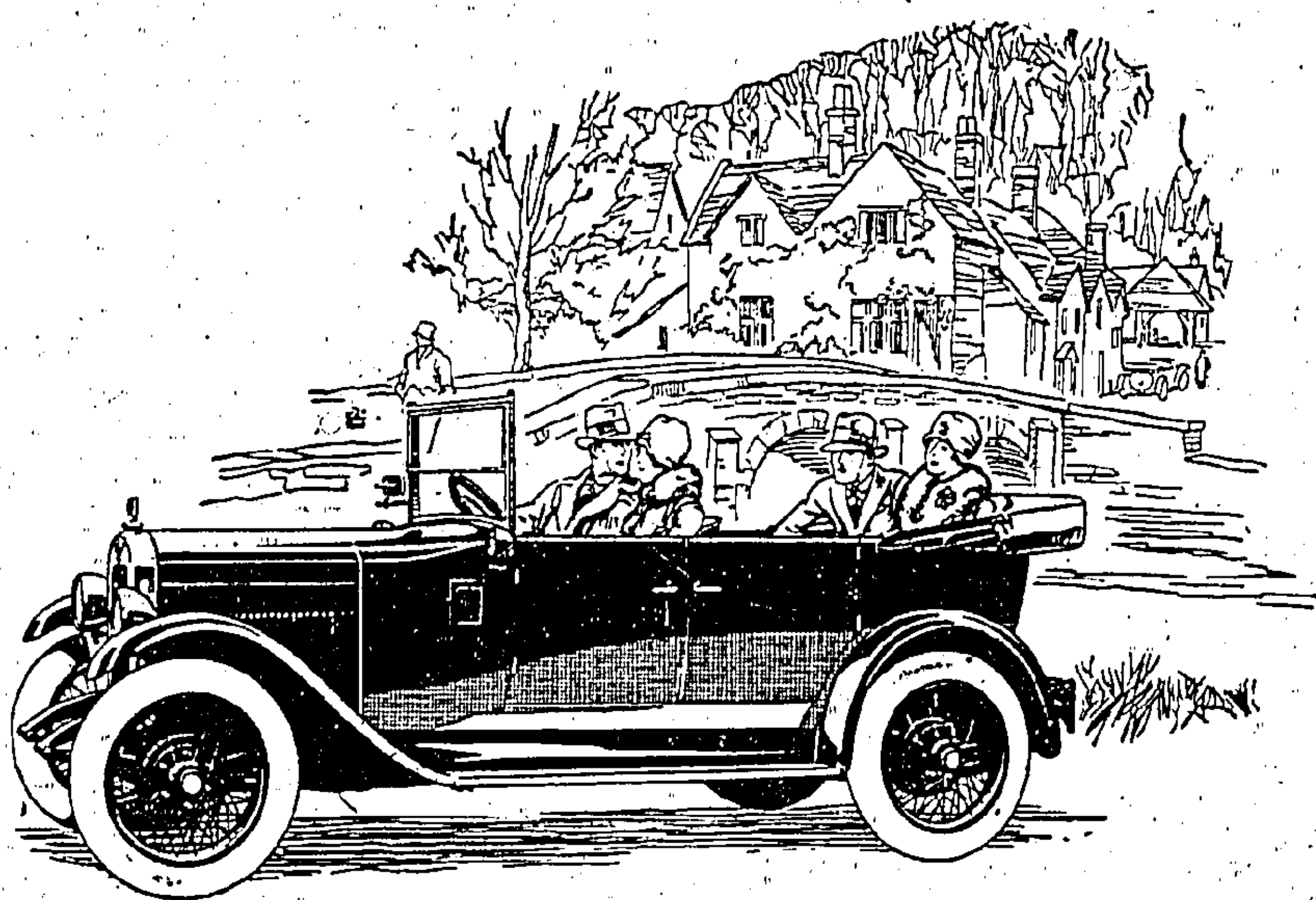
## MOTOR CYCLING.

INTERNATIONAL TRIAL  
FOR IRELAND?

An International Six Days' Motorcycle Trial must be held next year and it is the privilege of the Auto-Cycle Union to hold it in England if it pleases. Why not, says a contributor to *Motor Cycling*, hold the International Six Days' in Ireland? The country, in my experience, is peopled with extraordinarily hospitable folk who are, moreover, the very best of sportsmen. Ireland has plenty of bad roads, plenty of steep hills and a splendid variety of scenery. It has, furthermore, Governments which permit racing on the roads, so that a high-speed road test could be organized for the concluding day. It is not inconceivable that the end of the event could be arranged to coincide with the Ulster Grand Prix or one of the big car races, so that a road circuit would be fenced off and organized in readiness for the riders.

## Learning to Motor-cycle.

There is, says a writer in *Motor Cycling*, so much bad driving about in these days of "Motoring for the Million" that I should like to prescribe for all "new motorcycleists" a dose of the finest driving lesson there is—trials riding. Whether taken in company, during an actual trial, or alone, practising, the medicine of freak hills is equally efficacious for teaching control, road sense, and confidence. The latter quality is the one which novices lack most; the mere suggestion that they should tackle a hill appals them; they are quite sure they could not climb it. This is precisely the attitude which makes them fail, and which hampers them in their road driving. The great truth which one learns after floundering about on a few hills is that it is all really much simpler than one thought, and that one can really control the machine quite easily. It is often said that the best way of learning to swim is to be thrown into deep water. My suggestion is somewhat analogous, although the process is not nearly so alarming. It is certainly safer for a novice to experiment on a lonely test hill than on crowded roads, for he cannot hurt himself or others; while he will learn more in a shorter time. I suppose I must have fallen off on half the test hills of Great Britain, but I have never sustained a scratch thereby.



## EFFICIENT, GRACEFUL, &amp; RELIABLE.

Further,—for your comfort and contentment the Austin twelve embodies in high degree, all those features which the public demands in a medium priced, medium powered machine.

Note the elegance and distinction of the lines, the comfortable seating arrangements, the remarkable accessibility, the ease of control, the useful turning lock, and the generous equipment.

Arrange for a trial run, its performance will be a revelation to you.

FOR FULL PARTICULARS APPLY TO

ALEX. ROSS & COMPANY (CHINA), LTD.

HONG KONG AND KOWLOON.

HEAD OFFICE:

PRINCES BUILDING.

HONG KONG

DEPOT:

CHATER ROAD.

Phone C. 2487.

*The Austin Twelve*

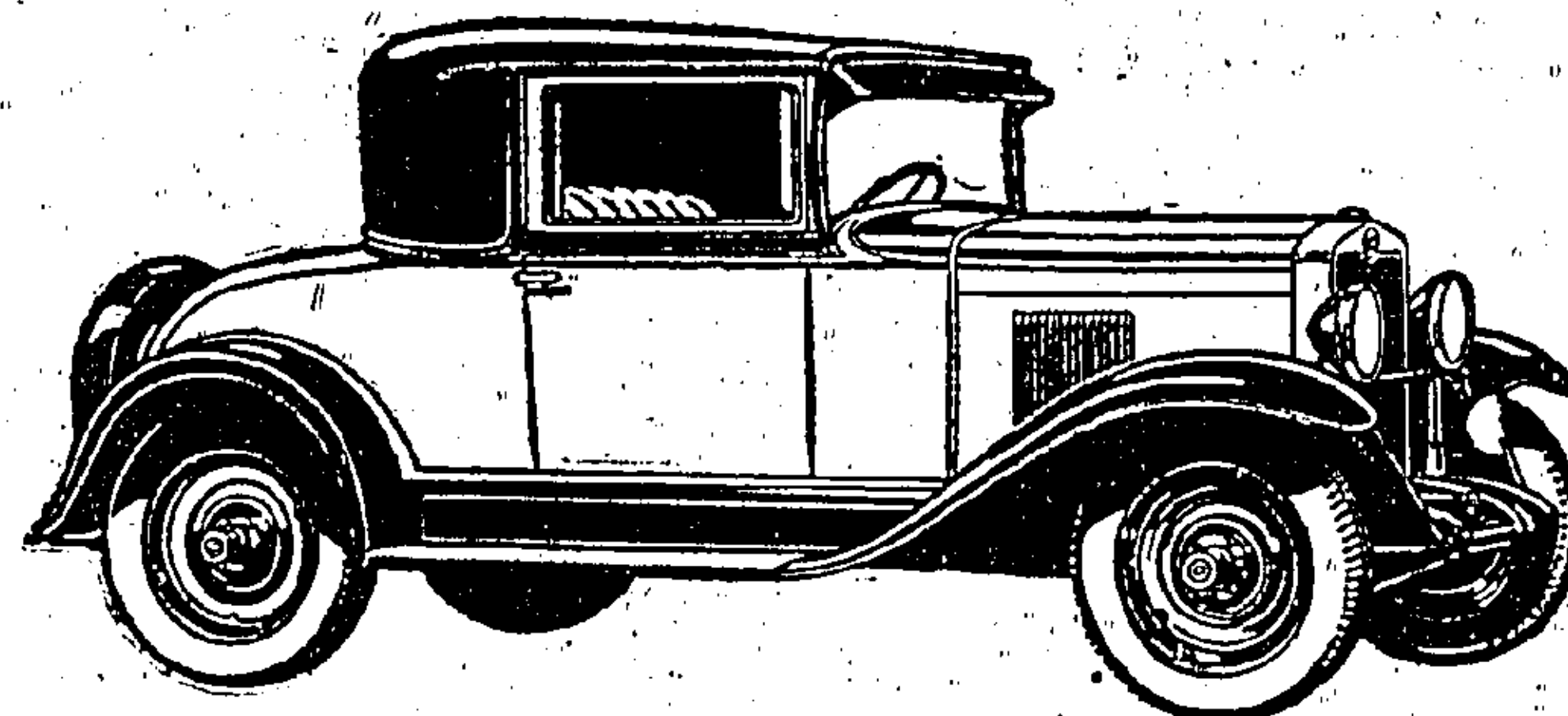
KOWLOON

GARAGE:

SALISBURY ROAD.

Phone

K. 1438.



## CHEVROLET

Performance Made Even Better

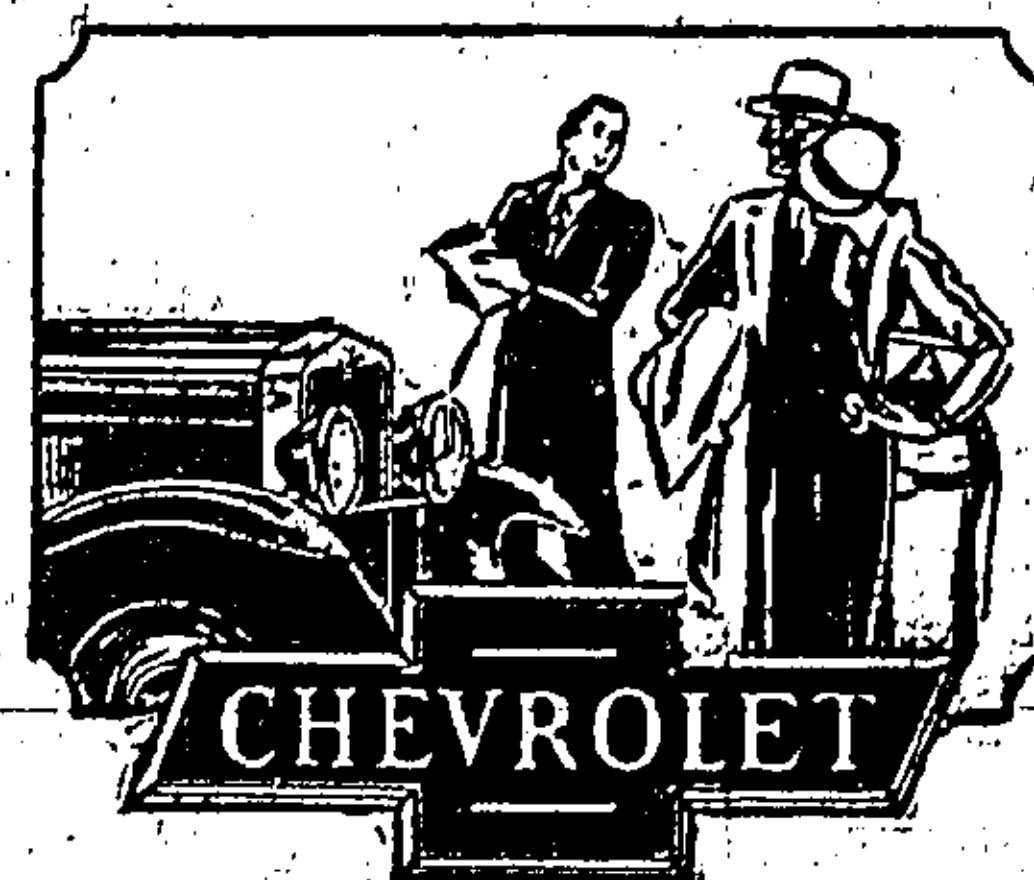
Year after year, in every country of the world Chevrolet has carried to new heights its reputation for brilliant performance and amazing economy.

But spectacular as Chevrolet's achievements have been in the past—notable as its engineering triumphs have proved themselves to be—the new car dwarfs every previous Chevrolet accomplishment.

Not only does it introduce into the low price field an entirely new measure of performance, comfort, beauty and style, but it is sold at prices that are so amazingly low as to alter every previous conception of motor car value.

And in addition, its sensational performance is made all the more remarkable because of its economy in fuel and upkeep—a quality that has been characteristically Chevrolet for 16 years!

## The Outstanding Chevrolet of Chevrolet History



## THE HONGKONG HOTEL GARAGE

25, Queen's Road Central.

Tel. No. C. 4759.

The New Chevrolet Coach upholstered in blue Corduroy.

The new Chevrolet Sport Cabriolet with convertible top and disappearing rear seat.



# MOTOR NOTES

## MOTOR CONGESTION IN PARIS.

### RAPID INCREASE OF CARS.

### NEW PARKING LIMITATIONS.

The Committee appointed by the Prefect of Police which for some time has been considering measures for dealing with the problem of Paris traffic met again recently and arrived at important decisions about parking cars. At present almost the only restriction on parking is that in certain streets cars may be parked only on one side, and the number of cars parked, often for hours together, even in the centre of Paris, is a great obstruction to the traffic. The Committee decided that on and after January 1, no parking at all shall be allowed between 10 a.m. and 8 p.m. in the narrow streets or in any of the streets leading into the Grand Boulevards, and that in the centre of Paris parking should not be allowed in any street for more than half an hour except on Sundays, when there is very little traffic in the centre of the town.

As no provision is made for parking cars on certain spots, as in London, these new regulations will mean that it will be impossible to leave a car standing at all in the central quarters of Paris. The Committee, however, suggested the provision of garages in which cars can be left, but not at the public expense; either garages will have to be constructed as a business speculation or the owners of cars will have to combine to construct them.

### Increase of Taxicabs.

The problem of traffic in the centre of Paris has become acute. The number of cars in Paris, which in 1920 was only 31,000, increased last year to 230,000. It is estimated that it is still increasing at the rate of something like 140,000 a year, and if this rate of increase should continue circulation in Paris would become quite impossible in five years. There is, in particular, an enormous and steady increase in the number of taxicabs owing to the cheapness of the fares, which are only fourpence a mile. Yet even now it is almost impossible to find a taxi on the Grand Boulevards between 6 and 8 p.m. A large number of people living in suburbs outside Paris go home every day in a taxicab from their place of business.

In the crowded hours in the middle of the day it is almost useless to take a taxi to any place in the centre of Paris, and if, for instance, one takes a taxi from the Gare de Montparnasse with the intention of going to the Place de l'Opera, it is usually quicker to get out at the Theatre Francaise and walk up the Avenue de l'Opera. As for the Boulevard de Sebastopol and the Boulevard de Strasbourg, which leads to the Gare de l'Est, and the Rue Lafayette, which leads to the Gare du Nord, the traffic blocks in them are such in the crowded hours of the day that one can proceed more quickly on foot. It is not an uncommon thing to take half an hour or more, in a taxi to go a distance of a mile and a half.

The fact that many of the Paris streets are very narrow is, of course, one of the causes of the traffic blocks. Various solutions have been proposed, including underground roads, but the cost of them would be enormous, and the town of Paris could not possibly find the money for them in the near future.

### SEVEN CARS IN A MIX-UP.

#### OLD MAN INJURED.

Seven motor-cars were involved in an accident at a bend on the Langgollen road at Acrefair. The road was icebound and very slippery. Two cars collided on the bend, and the other cars on approaching the obstruction skidded in all directions. One car spun round like a top and then shot across the road. It struck John Andrews (70), who was standing near his home, and one of his boots was torn off his foot. He was removed to Wrexham Hospital. Another car ran into a wall, while a fourth ran into a bridge. Traffic between Wrexham and Langgollen was held up for some time until the wreckage was cleared.

### A BABY AUSTIN DIES FIGHTING.

There was a touch of comedy about an unusual street accident in Edinburgh last month. A baby Austin motor-car got wedged between two tram-cars going in opposite directions in the Lothian Road. It was badly crushed, but the sole occupant, a young man, escaped injury and climbed out through the window to safety.

It was not so easy, however, to get rid of the Austin. It struck fast between the two tram-cars, and all efforts to ease it out proved futile. After about a quarter of an hour of this ineffective coaxing, during which time two long queues of cars had collected, it was decided that more drastic methods were necessary. Both tram-cars put on full powers with the intention of backing their way through, but the small car put up a good fight. It knocked the rear bogie of one car off the rails and smashed a lot of glass and woodwork of the other but the tram-cars won. The tracks were cleared, and what was left of the baby Austin was hardly worth while picking up off the road.

## "NEW CARS FOR OLD."

### THE LEGEND THEY KNOW IS TRUE.

A London correspondent writes: One of those remarkable "snow-ball" legends, like the war story of the Russian troops passing through London, is now current among motorists, who seem to be as credulous a tribe as anglers.

A man owned a very old model of a famous make of motor-car (the story runs). One day the firm which made the car saw it, and, after inspecting it, surprised the owner by offering him a brand-new saloon model in exchange for the "antique."

The reason, it is said, for this remarkable transaction is that the old car was the first ever made by the firm, and that they were anxious to secure it for their museum.

#### The Motorist Who "Helped."

Nearly always the raconteur knows the story is true, because he is personally acquainted with the lucky owner—a pal of mine, old boy.

Sometimes it is a story within a story. There is a fine romantic ring about this version.

It describes how "the friend" is out driving one day when his car breaks down. A passing motorist helps him with the repair, and then, because he takes such a fancy to the car, proposes an exchange.

Thus the "friend" parts with his original car plus £20 and obtains the other, which is to prove such a lucky bargain for him.

How this car comes to the notice of the manufacturers provides further variations.

#### Variations.

Sometimes there is a dramatic recognition by a representative of the firm, who sees the car in an auction room; sometimes it is sent to the makers to be overhauled or repaired.

Then, again, sometimes the car is the first ever made by the firm, and another good touch this—sometimes the second of the first batch turned out, the first and third of the series already being in the manufacturers' possession.

But always there is the same happy ending with the firm installing the old car in their museum and the motorist joyfully driving off in a new super-luxury saloon.

The firm mentioned in the tale deny that they have effected such an exchange.

It seems almost tragic that such a story should be spoiled. Is there not somewhere an owner and a firm who can come forward to supply the missing links to a tale which threatens to become a classic legend?

### SAFETY FIRST ROADS.

#### 16-FOOT BYWAYS ON THE HIGHWAYS.

New subsidiary roads for motor-car owners living on the by-pass and for tradesmen's vans only, running parallel with the main road, is a new and striking development now taking place on the Kingston by-pass at Tolworth.

The sign "Tradesmen's Entrance" on the gates of suburban villas might well be supplemented by the notice "Tradesmen's vans only" on certain roads.

The roads are being built to solve a traffic problem peculiar to the new by-passes.

Rows of new houses, most of them with garages, are being built on either side of these arteries. When the owners want to take out their cars they are faced at the busiest times with streams of high-speeding vehicles, sometimes travelling three and four abreast at more than fifty miles an hour.

#### No Waiting.

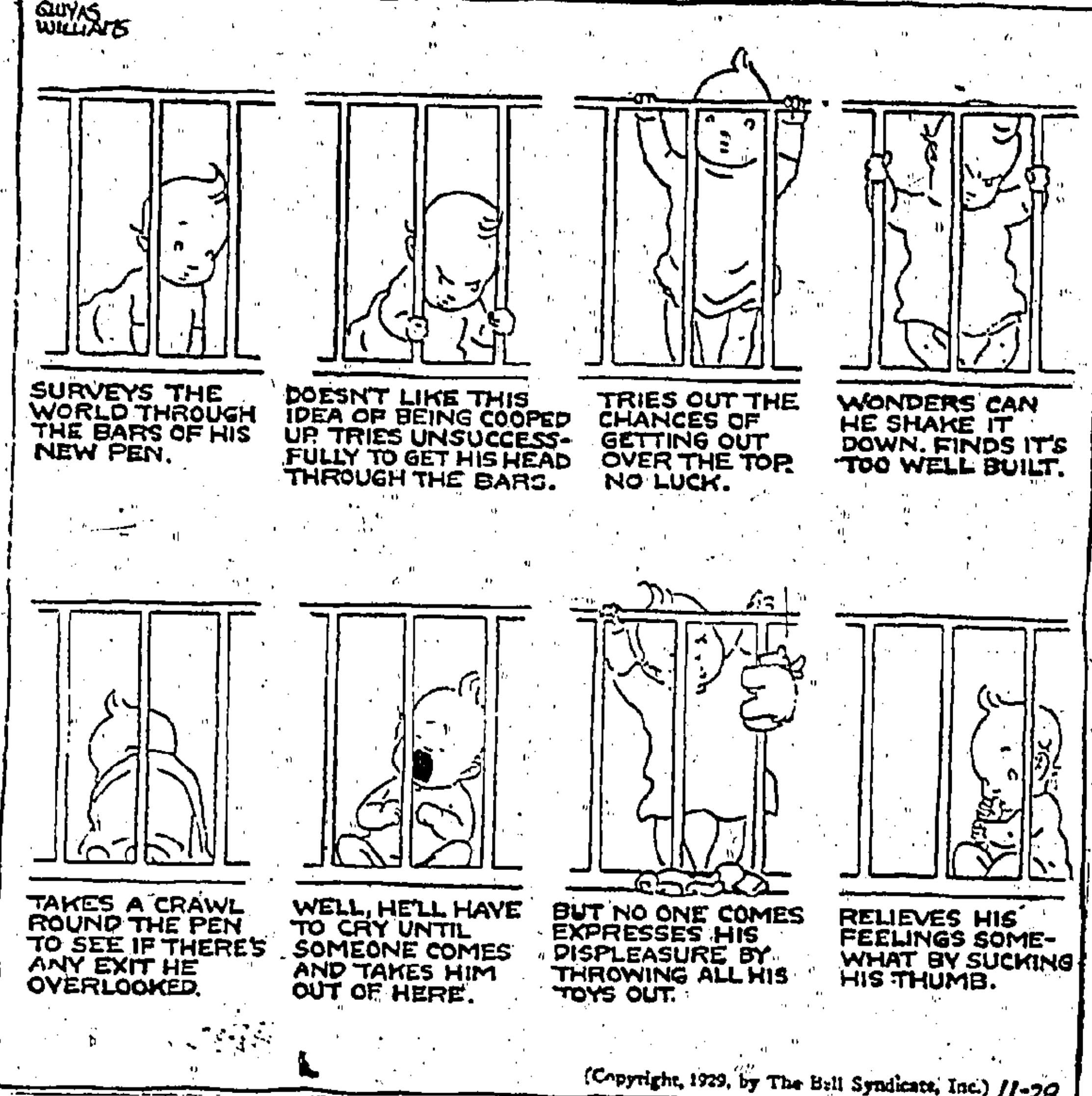
To endeavour to cut into these streams would be highly dangerous, and would also intensify the congestion that prevails during the peak hours. The only alternative is to wait for a gap in the traffic, and that would mean much waste of time.

If they park their cars outside their houses the by-pass would be dangerously narrowed. Tradesmen's vans stopping at these houses constitute a menace on a day when thousands of fast-moving vehicles are hurrying to and from London.

The building of these new houses, most of which have garages, constitutes a danger to the through traffic," said Mr. W. P. Robinson, the country surveyor of Surrey. Unfortunately the original scheme of making the by-pass 120 feet wide was altered to 100 feet, so by arrangement with the builder of the houses we are making these subsidiary roads for the use of local traffic. These roads are fifteen or sixteen feet wide and are separated from the main road by wide strips of land.

## PENNED IN

By GLUYAS WILLIAMS



(Copyright, 1929, by The Bell Syndicate, Inc.) 11-29

## MOTOR TRADE'S NEW STEP.

### IMPORTANT MISSION FOR INDIA.

The "big push" now being made by British car manufacturers in connection with the overseas markets is to be carried a stage further. Arrangements have been made for the sending of an important trade mission to India at an early date. India is one of the strongholds of our foreign competitors.

This new move is instigated by the British manufacturers' section of the Society of Motor Manufacturers and Traders. Representatives of this body will explore possibilities of trade expansion, and will probably open offices for assisting individual activities of British car manufacturers.

Similar offices have already been opened in Australia, New Zealand, and South Africa, largely owing to the vision of Lieut.-Colonel A. Hacking, D.S.O., a director of the British manufacturers' section.

Colonel Hacking, a brilliant organizer, with firm faith in the future of the British motor-car overseas, has during the last year or so been mainly responsible for the society spending some £50,000 on the British car push. He is a new and energetic personality in the motor industry.

### PILING UP THE DOCUMENTS

Without necessarily accepting the principle of compulsory insurance, *The Motor* criticises some of the detail points of the tentative scheme that has been put forward. Our contemporary remarks:—

"The motorist to-day carries a revenue licence on his car, a driver's licence in his pocket and stores a Registration Book at home. If any such scheme as the one outlined is legalized he will have to carry for production on demand another document. Failure to produce this certificate, which can easily be left entirely by accident and without intent—in the pocket of a suit left at home, will render him liable to a penalty of £20! It is not fair! In fact, the proposed penalties are excessive.

"We suggest to those who may have the opportunity of representing motorists at any later conferences that, if the scheme should be accepted in modified form, the carrying of yet another document should be opposed. The form of the revenue licence could be altered and, if necessary, slightly enlarged so as to allow of the brief but essential insurance details being inserted thereon. If a certificate is necessary it could be produced to the licensing authority with the application for the licence, and the issuing office should enter the details on the licence to be carried on the car. Alternatively the details could be inserted on the driving licence, but we think the first suggestion is the better one, because there is still the risk of the driver's licence being accidentally left behind."

An Erskine Six recently carried the first white woman into the Verneuk Pan, a barren territory in the Transvaal, several days' journey from Johannesburg.

## HUMOUR: ANCIENT AND MODERN.

Wife: "Shall I repair this rip in your golf knickers?"

Hubby: "Yes, do sew by all means."

Teacher: "Give me three proofs that the earth is round."

Pupil: "The geography book says so, Dad says so, and you say so."

Algernon (reading a joke): "Fawcett this, Percy, a chap here thinks that a football coach has four wheels."

Percy: "Haw! haw! And how many wheels has the bally thing?"

"Have you ever driven a car?" the lady applicant for a license was asked.

"One hundred and twenty thousand miles," put in her husband, who was standing near by, "and never had a hand on the wheel."

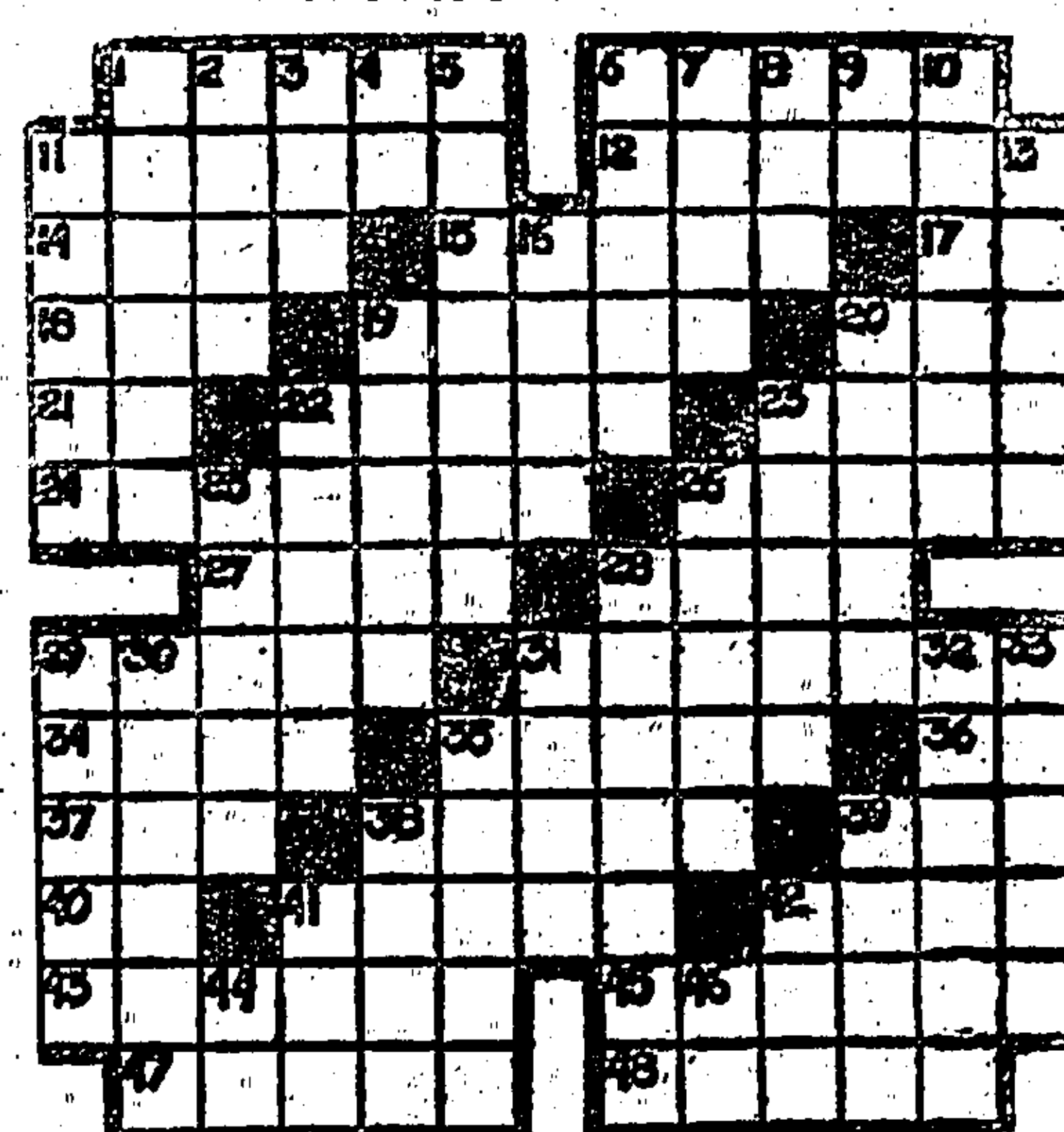
"It strikes me," said a young man to his Irish valet, "that one of us was drunk last night."

"It strikes me that was so, sir."

"Well, sir, rascal, and which of us was it?"

"Well, sir, far be it from me to cast reflections, but I must say I envied you."

## CROSSWORD PUZZLE.



#### Horizontal.

- 1.—Defects.
- 6.—Shallow place.
- 11.—Ointment.
- 12.—Tin and lead alloy.
- 14.—English river.
- 15.—Foreigner.
- 17.—To depart.
- 18.—A metal.
- 19.—Used leverage.
- 20.—Pronoun.
- 21.—Within.
- 22.—Shoe bottoms.
- 23.—Noose.
- 24.—Embraced closely.
- 26.—Blessings.
- 27.—United.
- 28.—Foot covering.
- 29.—Boxes.
- 31.—Standard literary work.
- 34.—Sailors.
- 35.—At that place.
- 36.—Negative.
- 37.—Insect.
- 38.—Crude.
- 39.—To eat.
- 40.—Pronoun.
- 41.—Markets.
- 42.—To employ.
- 43.—To grave.
- 45.—Revised.
- 47.—Is fond.
- 48.—Drugs.

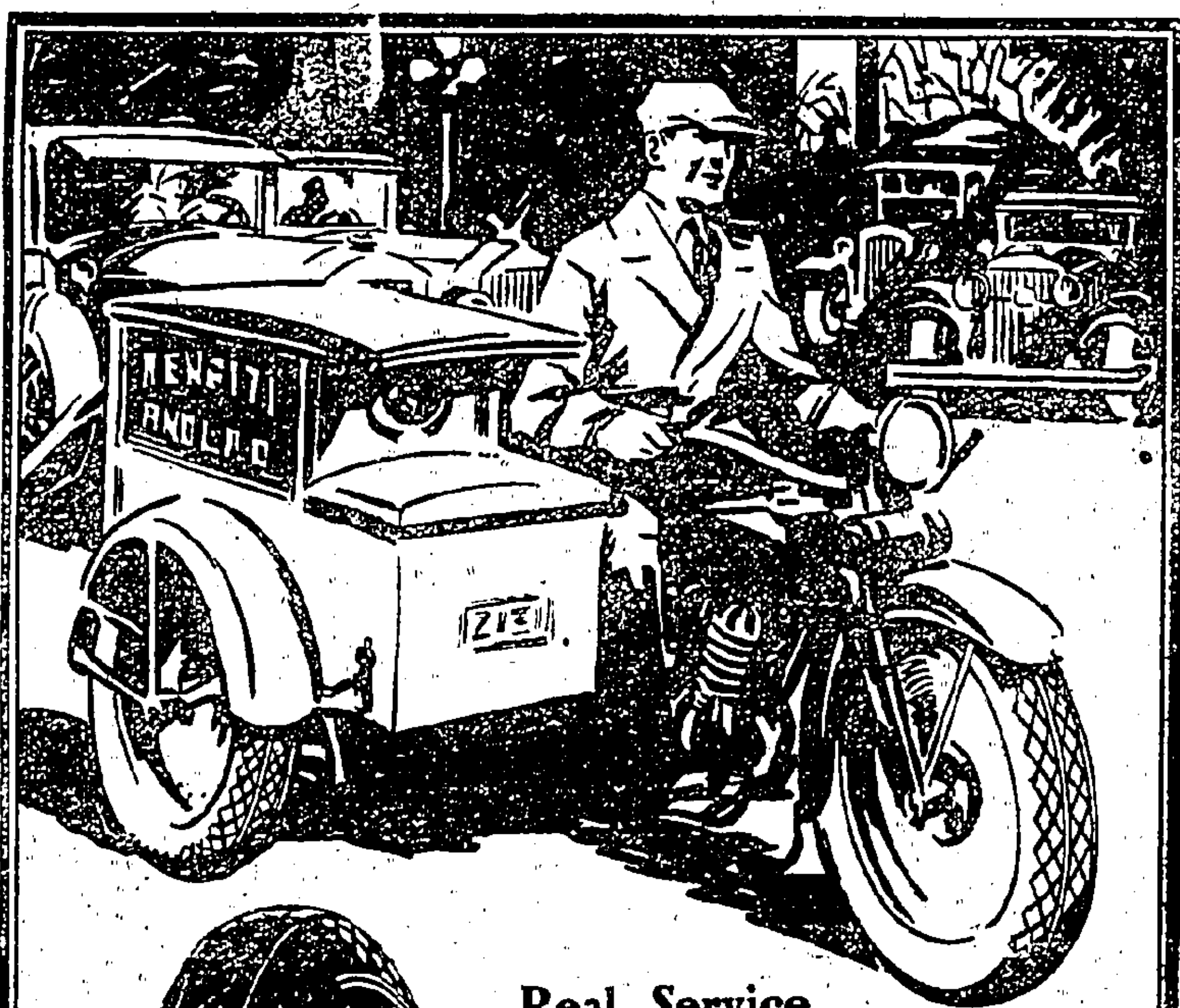
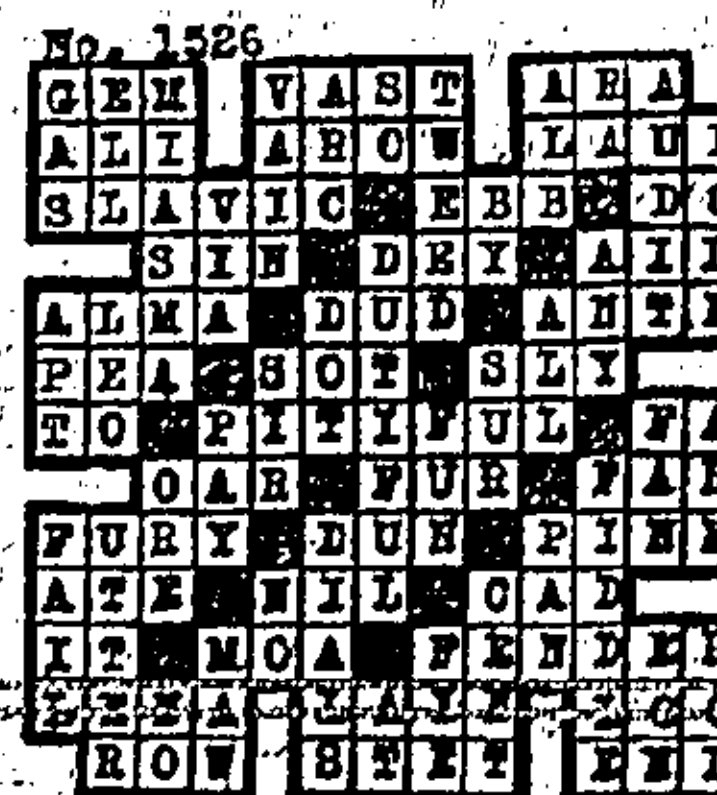
#### Vertical.

- 1.—Ox-like.
- 2.—English school.
- 3.—Evil deed.
- 4.—Toward.
- 5.—Crowled.
- 6.—Secret scouts.
- 7.—To pay attention to.
- 8.—To possess.
- 9.—By.
- 10.—Group of warriors.
- 11.—Ancient language.

- 13.—Plays boisterously.
- 16.—Falsified.
- 19.—Roda.
- 20.—Jeers.
- 22.—Aritates.
- 23.—Free.
- 25.—To begin.
- 26.—Wild pigs.
- 28.—Consecrated.
- 29.—Dignified.
- 30.—Breathes rapidly.
- 31.—To scorch.
- 32.—Hardens.
- 33.—Contented with.
- 35.—Attempts.
- 36.—Responsibility.
- 38.—Location.
- 41.—To suit.
- 42.—Part of body.
- 44.—Thus.
- 46.—To perform.

This puzzle took 24 minutes to solve. See how long it will take you to solve it.

## YESTERDAY'S SOLUTION.



## Real Service

### Rain or Shine

Getting motorcycle delivery service down to the lowest cost-per-package is largely a matter of getting the right tyres—Goodyear Tyres—on your outfit.

For Goodyear Motorcycle Tyres give exactly the things that make such service economical: extra long mileage; protection of load from jar or breakage; safety and comfort for rider; freedom from trouble, insuring on-time schedules.

And because delivery service must be reliable, rain or shine, the All-Weather Tread is the tyre for commercial work. They're real motorcycle tyres—real balloons. Ask for them as equipment on new machines.

# GOODYEAR

DISTRIBUTORS:

## ALEX. ROSS & CO. (China), Ltd.

Prince's Building, 2nd Floor,  
Telephone: C. 27.

HONG KONG.

Kowloon Service Station,  
Telephone: K. 1486.



## NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

## No. 1 HAMPER—\$42.

- |  |                                     |
|--|-------------------------------------|
| 1 Qt. Moet & Chandon Dry Imperial Champagne.           | 1 Qt. Superb Tawny Port.            |
| 1 Pt. Blackberry Brandy.                               | 2 Qts. St. Julien Claret.           |
| 1 Pt. D.O.M.   | 1 Qt. Old Brown Sherry, Black Seal. |
| 1 Qt. Martell's XXX Brandy.                            | 1 Qt. Puritan Old Tom or Dry Gin.   |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Qt. Burgundy, Burgoyne's.         |
|  | 1 Phial Pomeranzen Bitters.         |

## No. 2 HAMPER—\$38.

- |  |                                   |
|--|-----------------------------------|
| 1 Qt. Guillonart Champagne.                            | 2 Qts. Tawny Dry Port.            |
| 1 Pt. D.O.M.   | 2 Qts. St. Julien Claret.         |
| 1 Qt. Burgoyne's Burgundy.                             | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's XXX Brandy.                            | 1 Qt. Vino de Pasto Sherry.       |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters.       |

## No. 3 HAMPER—\$33.

- |  |                                   |
|--|-----------------------------------|
| 1 Qt. Burgoyne's Burgundy.                             | 1 Qt. Engrand's XXX Brandy.       |
| 1 Pt. Peppermint G.F.                                  | 1 Qt. Amontillado Sherry.         |
| 1 Pt. D.O.M.   | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port.                         | 2 Qts. Medoc Claret.              |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters.       |

Other Hampers made up to suit Customer's requirements.

GANDE, PRICE & CO., LTD.

TEL. C. No. 135.

HONG KONG.



**3-MIGHTY VESSELS**

THOSE GIANT COMPANIONS  
"ASAMA MARU"  
"CHICHIBUMARU"  
"TATSUTA MARU"

The Same Quality  
Size  
Speed  
Fares

ORIENT-CALIFORNIA  
THE SILENT EXPRESS  
SERVES THE  
PACIFIC  
STANDARD.

**N.Y.K. LINE**

## B &amp; N LINE ROYAL MAIL STEAMSHIPS

NORWEGIAN MOTOR YACHT

## STELLA-POLARIS

(6,000 TONS)

Latest, Finest, Fastest Vessel  
Built for pleasure cruises only.

51 single rooms

74 double rooms

All furnished with bedsteads. Wardrobe for every person. Hot and cold running water.

35 bathrooms

Punkah Louvre ventilation.

## PASSENGERS

(1st Class only) can be accepted, sailing from Hong Kong,

28th December, p.m., arriving:—	
Saigon ... 31st December	£ 15
Bangkok ... 4th January	21
Singapore ... 9th "	36
Rangoon ... 13th "	48
Calcutta ... 17th "	60
Bombay ... 25th "	84
Aden ... 1st February	105
Port Sudan ... 4th "	114
Port Said ... 7th "	123
Naples ... 14th "	144
Monaco ... 18th "	150

(for Paris, London, etc.)

BERTHS RESERVED

THOS. COOK & SON, LTD.,  
AMERICAN EXPRESS CO.

and  
WALLEN & CO., Prince's Building.  
Ship's Agents.

## THE NAVY'S CHOICE

**Coates'**  
ORIGINAL

**PLYMOUTH GIN**

OBTAINABLE EVERYWHERE.

OPERA KILLED BY  
LIGHT MUSIC.PUBLIC DEMAND FOR  
GROTESQUENESS.

The day of grand opera is over, declares Mascagni, the world-famous creator of "Cavalleria Rusticana."

"I have written fourteen operas, and the fourteenth may as well be the last."

"I have, at least for the present," he states, "ceased to compose, not because inspiration is lacking, but because I see no reason for writing a new lyric opera."

"Only one of my operas, the 'Cavalleria,' has achieved world-wide fame. The others are almost unknown to the public, although several of them are just as beautiful as the 'Cavalleria.'"

"The cataclysm of the war urged the public's interest towards new things. The opera's popularity disappeared with the older generation, while only light music pleases the new one."

"The great majority of the public do not care for opera."

"It has no interest for them because opera is a pleasure of the soul, and to-day the general idea seems to be to conceal the soul and avoid as much as possible the memory of the existence of that little human failing."

"People seek stimulants, and not artistic pleasures; they want to divert themselves in sensational ways that ruin the nerves and leave one incapable of serious work the day after."

"Opera has had its day, but to-day a new kind of music is wanted, adapted to the changed conditions of life. Some composers think all this can also be expressed in opera. But opera is, by its nature, elevated. The aim of dramatic music has never been and never will be to satisfy the grotesque desires of the audience."

"The scope of opera, on the contrary, is that of touching what is most profound and what is best in human nature."

"Happiness, sorrow, passion, affection, and poetry are the motives of opera."

"Opera seeks to awaken all this in our hearts, and that is the reason why opera can never be replaced by jazz or other forms of music derived from the brain and not the heart."

"I am inclined to believe that the decadence of opera is due more than anything else to the deficiency of advertising. The young enthusiasts who used all their energies in propagandising, and the impresarios who in past times enthusiastically supported opera and real music of all sorts throughout the world, have either become rich or died."

"Their successors do not understand real music. They are business men whose only aim is to create a fortune."

"Light music and jazz, which aim to satisfy the more vulgar pleasures, are from this point of view much more lucrative than opera."

"The Government must fight constantly for its very existence, it is apparent that its leaders can devote little attention to more constructive measures."

"During 1929, the Government has been compelled to keep up an elaborate military organization, because no sooner was one revolt subdued than another began brewing. The Chinese people have had to support the soldiers not only of the Central Government but of its opponents. This has proved a great drain upon the country."

"Continuance of civil wars has been particularly depressing, because millions of Chinese have been close to starvation during 1929 in nine of the eighteen provinces. The American Red Cross Commission to China reported that there is enough food in the country to feed the entire population, if a strong Central Government could be established to regulate the flow of food and money."

"The Government's attitude, however, is that they can properly arrange taxes and equally important matters only after the revolting elements in various parts of the country have been subdued. So long as the Government must fight constantly for its very existence, it is apparent that its leaders can devote little attention to more constructive measures."

"One of the more hopeful accomplishments of 1929 was the restoration of the Government railways to something like their former status. Civil wars have interrupted some of the main trunk lines for short periods, but in general the railways have been kept running, with consequent improvement in revenue and business."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"LOOKING BACKWARD"  
ON THE WORLD.

(Continued from Page 1.)

## Chaotic Taxation.

Business-men, foreign and Chinese, complain that the taxes levied under the new arrangement are more chaotic than ever before. They cite the fact that nine separate taxes are collected on furs between Mongolia and Peking, and that seven of these are "illegal," in the sense that they are not endorsed by the Central Government. They point to the fact that taxes of 20 per cent. are levied on second-hand goods shipped from Peking to Shanghai, although such goods do not pass out of Chinese territory.

They are most bitter against the export tax, which exceeds in some cases 20 per cent., and which business-men declare is uneconomic and is gradually strangling important Chinese industries and handicrafts.

The Government's attitude, however, is that they can properly arrange taxes and equally important matters only after the revolting elements in various parts of the country have been subdued. So long as the Government must fight constantly for its very existence, it is apparent that its leaders can devote little attention to more constructive measures."

"During 1929, the Government has been compelled to keep up an elaborate military organization, because no sooner was one revolt subdued than another began brewing. The Chinese people have had to support the soldiers not only of the Central Government but of its opponents. This has proved a great drain upon the country."

"Continuance of civil wars has been particularly depressing, because millions of Chinese have been close to starvation during 1929 in nine of the eighteen provinces. The American Red Cross Commission to China reported that there is enough food in the country to feed the entire population, if a strong Central Government could be established to regulate the flow of food and money."

"The Government's attitude, however, is that they can properly arrange taxes and equally important matters only after the revolting elements in various parts of the country have been subdued. So long as the Government must fight constantly for its very existence, it is apparent that its leaders can devote little attention to more constructive measures."

"One of the more hopeful accomplishments of 1929 was the restoration of the Government railways to something like their former status. Civil wars have interrupted some of the main trunk lines for short periods, but in general the railways have been kept running, with consequent improvement in revenue and business."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

"A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930."

"The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies."

£74,500 VENTURE OF  
GIRL GUIDES.RAISING MONEY FOR LONDON  
HEADQUARTERS.

"This is the house that the Girl Guides are building," said the secretary of the Girl Guides Association, as she pointed out the new Imperial Headquarters which are being built in Buckingham Palace-road, S.W.

Girl Guides in every part of the Empire are working hard to raise money with which to "buy" portions of the new headquarters.

With half-a-crown they can buy one brick. Staircase steps cost £2 10s. each, windows from £3 to £10, doors the same, corner stones £10 and whole rooms from £500 to £1000.

## £2,000 Council Chamber.

Packs and companies are buying corner stones, staircase steps and pieces of wall. The Chief Scout, Lord Baden-Powell, has bought the main entrance doorway. A business man who is not connected with the Guides has bought the Council Chamber. This cost him £2000.

"The Guides are raising the money in all sorts of ways," the secretary said.

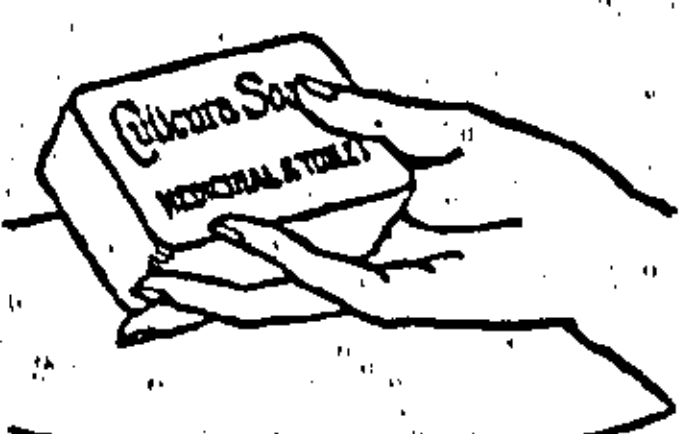
"A company of native guides in Nigeria have sent us baskets to sell. Some girls have nicked blackberries, made jam and them sold it."

"One company set up a ten stall on a busy road one bank holiday. They made £10."

"Another organised a dance at which they hoped to make £5 to buy a window. They made £7 10s."

"We are receiving money for the fund from Canada, India, South Africa and Australia. We have not, however, asked the public to help us. The movement has always been self-supporting and we want to be so still."

"The number of Guides has increased by 140,000 in the last year. We have outgrown our accommodation here. The new headquarters will cost £74,500. We have now over £12,000."

Cuticura  
SOAPWorld-Famous for  
Daily Toilet Use

THE every day use of Cuticura Soap assisted by occasional applications of Cuticura Ointment, when required, is your best insurance against skin troubles. They not only cleanse and purify, but also enhance and preserve the natural qualities of the skin and hair.

Sample each Soap, Ointment and Talcum free by post from Dept. Price & Company, Limited, P. O. Box 650 Shanghai.

Sole throughout the World.

Speakers,  
Singers,  
Athletes

TRY

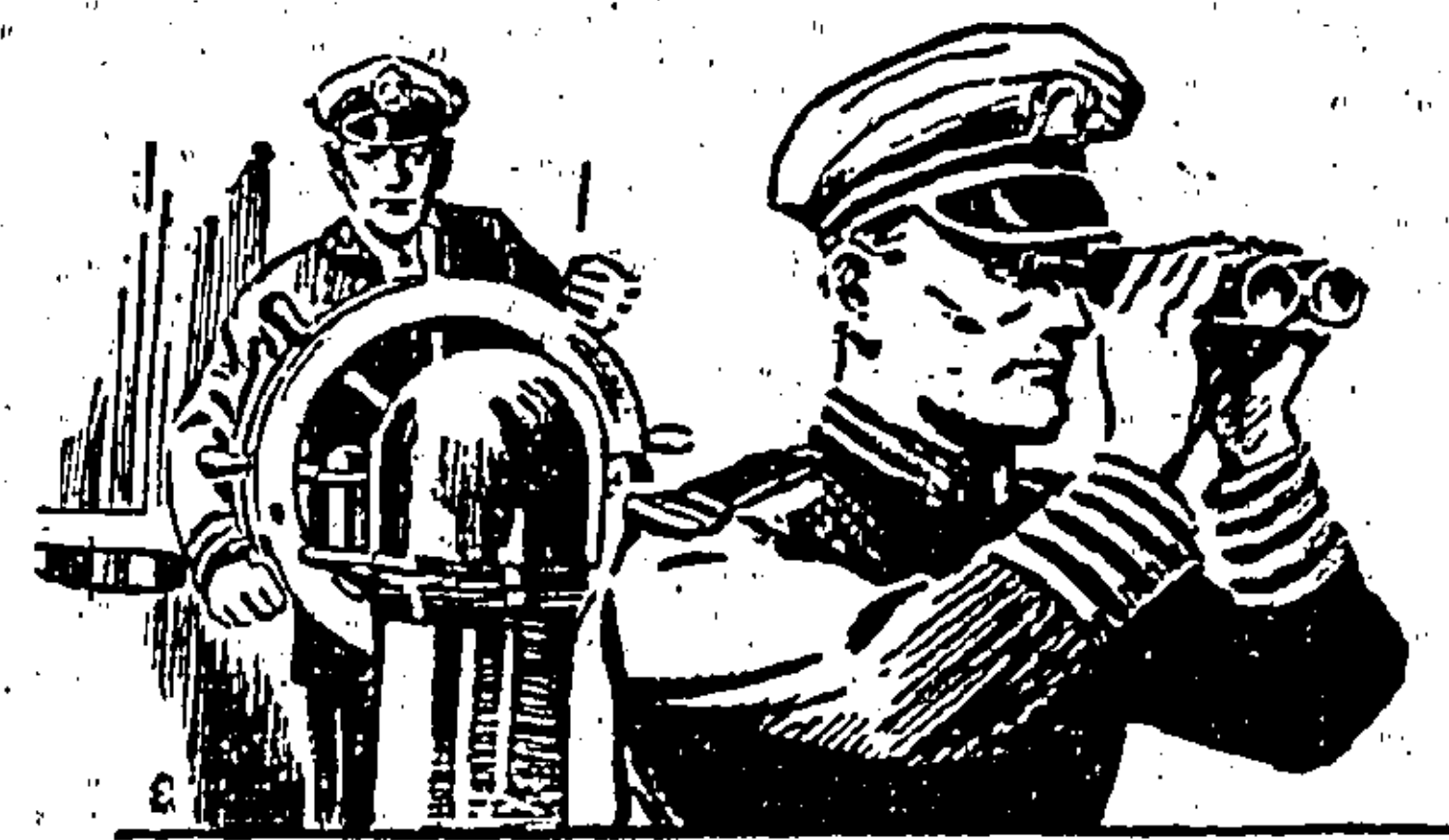
## VALDA

PASTILLES

the result will delight you

On Sale at all Chemists & Druggists.

INSIST on the boxes bearing the name VALDA.



"The Right Port in Sight"

## AROSO'S PORT

Obtainable Everywhere.

Sole Distributors:

H. RUTTONJEE & SON

15, QUEEN'S ROAD CENTRAL.

## HORRORS OF WAR.

REVELATIONS IN BOOK BY  
ROBERT GRAVES.

A new book controversy has begun, which is fiercer and more acrimonious than that provoked by "All Quiet on the Western Front."

It concerns "Good-bye To That" by Robert Graves, the poet, in which astonishing statements are made, some almost incredible.

He tells not only of executions for cowardice but of suicides by men who could stand the strain no longer, of two privates who were shot by a Company Sergeant-Major, the murder of prisoners by both British and German officers who drank two bottles of whisky a day.

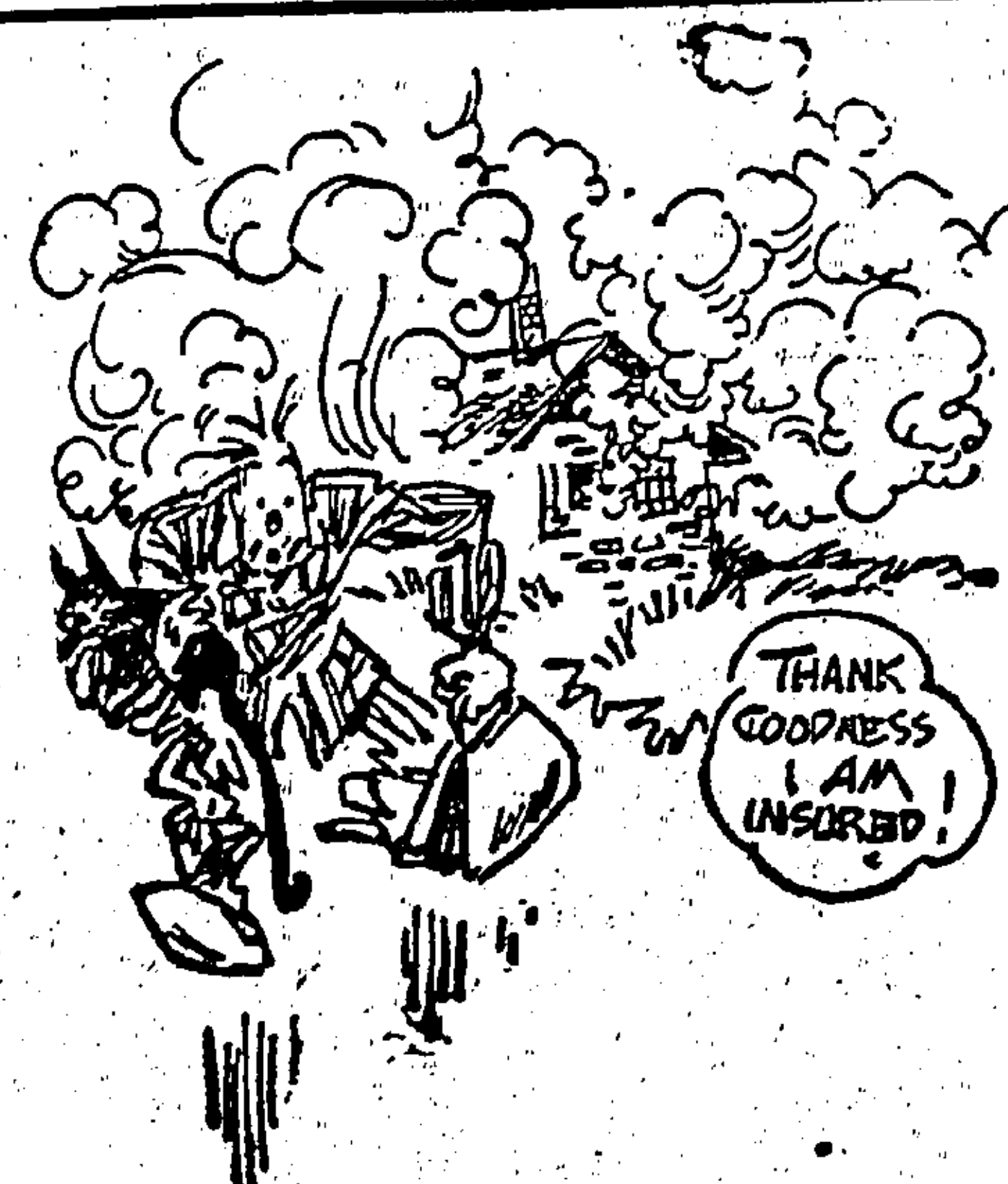
Official Lying.

Mr. Graves proceeds: "Executions were most frequent in France. My first direct experience of official lying was at Havre in May, 1915, when I read in back files of Army Orders something like twenty reports of men shot for cowardice or desertion."

"Yet, a week later, a Minister in the House of Commons, answering a question from a Pacifist member, denied that sentence of death for a military offence had been carried out in France by any member of His Majesty's Forces."

The book is replete of sensational stories. It says that a "two-bottle" Company Commander, who is still alive, got his company needlessly destroyed because he was no longer capable of making clear decisions."

The book also tells many stories of noble heroism.



This might be your house!  
Insure your residence against Fire

with  
THE GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORP., LTD.

For information apply

Agents:

J. H. BACKHOUSE, LTD.

TEL. No. 1733.

12, CHATER ROAD.





Be  
Ready  
for the  
Winter

MORNINGS and evenings are chill and damp. The dreary days of drizzle, fog and gloom are approaching. These damp, dreary days bring colds, coughs and more serious illnesses in their train. Are you ready for them? Is your health built up so that you are fully protected against the ailments that they bring. "Ovaltine" is your sure protection. Prepared from milk, malt, eggs and cocoa, it contains every factor and element essential to health in correctly balanced proportion, and in an easily digested form. Make "Ovaltine" your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills. "Ovaltine" is the most economical as well as the most perfect form of nourishment in the world. Nothing could be added or altered which would possibly improve it in any respect.

**OVALTINE**  
Builds up Brain, Nerve and Body

秋 冬不藏精春必瘟病 春  
If one does not store up vital force in Winter he will be sure to suffer.  
AUTUMN from an epidemic in Spring

Have a supply of HORLICK'S MALTED MILK always in your house—it will keep you fit the whole year round.

There is nothing so good as HORLICK'S to store up vitality and to render your system immune from the attacks of contagion.

Delightful to drink—easy to prepare—it is a perfect food drink for young and old at all times.

WINTER 冬 HORLICK'S THE ORIGINAL MALTED MILK SUMMER 夏  
IN 4 SIZES AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. EDGES, P.O. Box 1871, Shanghai.

ALL OVER THE WORLD!  
Evans' Pastilles are prescribed regularly by Doctors the World over for relieving Coughs, Colds, Catarrh, Hiccups, Weak Chests and Sore Throats. The vapour penetrate into innermost parts giving instant relief.  
**EVANS' Pastilles**  
Made in England and sold by Chemists everywhere.

### HOUSEHOLD COAL

We have now made arrangements to deliver HOUSEHOLD COAL on the following Terms, and would emphasise that Full Weight at Destination is guaranteed.

#### Selected Grade Lump Coal

UPPER LEVELS ... 321.00 PER TON.  
MID-LEVEL ... 30.00 do.  
CENTRAL DISTRICT ... 19.00 do.

#### Best Household Nuts.

(FOR KITCHEN USE).

UPPER LEVELS ... 319.50 PER TON.  
MID-LEVEL ... 18.50 do.  
CENTRAL DISTRICT ... 17.50 do.

Terms:—Cash with Order.

Minimum Quantity—One Ton.

ARNHOLD & CO., LTD.,

DES Vieux Road Central.

### FEW RECRUITS FOR CIVIL SERVICE.

#### BUSINESS NOW PREFERRED BY PUBLIC-SCHOOL MEN.

A memorandum submitted by the Civil Service Commissioners at the recent Civil Service Commission in London stated that among the candidates at the last administrative grade competition were the son of a tramway linesman and the son of a duke.

Mr. R. S. Meiklejohn, C.B., one of the Commissioners, said that the idea of personal interviews or oral examinations was to ascertain what the personality, general alertness and width of interest were.

Written examinations were a test of knowledge. Oral examinations were to see what sort of a fellow the candidate was.

#### No More "Cramming."

The examination tests had greatly altered since the war. The subjects were limited, and "cramming," he thought, was no longer necessary to supplement a candidate's normal serious study.

The practice of giving marks for superficial knowledge had been abandoned, and a high standard of general practical intelligence was encouraged.

There had been a change during the past twenty years in the character of the schools from which successful candidates came. From 1906 to 1910 the larger proportion of successful candidates came from a university. There was a tendency now for the proportion of successful candidates coming from minor or secondary schools substantially to increase.

Lord Tomlin (who presided): What is the reason?

Mr. Meiklejohn: The main reason is that public school people go into other things.

Lord Tomlin: A change in direction of ambitions?—Yes.

Dr. Baillie (one of the members of the Commission): What would you describe as the attraction for University men going into the Civil Service?

Mr. Meiklejohn: I am not sure. There has been a slight falling off in the quality of candidates since before the war. It is from the academic standpoint, and is nothing to worry about. Personality is quite good.

How do you account for the falling-off of suitable candidates?—Living is dearer, although perhaps that is not a deciding factor. Many of the clever graduates from the Universities are no doubt finding larger opportunities in business and commerce.

Mrs. Hamilton: What is your view of the non-admission of women to the Foreign Office for the Consular and Diplomatic Service?

Mr. Meiklejohn: I think, as things are, they should be excluded. We do not think that other countries, any more than this country, would like to have women Ministers and Ambassadors.

#### ENGINEER'S STATUS.

#### CLOSED PROFESSION NOT POSSIBLE.

Professor W. Morgan, of Bristol University, in his presidential address at the opening meeting of the session of the Institution of Automobile Engineers at the Royal Automobile Club last month, said it was hoped by some people that the time would come when the engineer would have attained a privileged position similar to that of doctors and barristers.

The law had consolidated and extended its inherited privileges into a powerful system so that no external competition was possible, and the medical profession had also evolved a system as vigorously exclusive of outside competition. "A similar position does not appear attainable by the engineer in our time," said Professor Morgan. "In the first place, he is handicapped by a misunderstanding of his functions. The designation of engineer is applied by the public alike to the designer of the Golden Arrow as to the mechanic; indeed, to any worker clad in greasy dungarees."

The barrister and doctor were expected to fail often, but 100 per cent success was demanded of the engineer. Improvement in the engineer's position must be preceded by public appreciation of the nature of his services and the arduous character of his work. Professor Morgan mentioned a case in which an engineer was asked to report on and value seven vehicles for a fee of 10s. 6d., and said that there were other equally scandalous cases in which highly qualified men had been offered derisory remuneration.

Referring to the methods of testing a student's training, Professor Morgan said that engineering could not be a closed profession. Men who knew the theory of structures or the calculus only by reputation had risen to eminence in the engineering world. Should such men be barred from membership of the Institution because they could not pass an examination of the standard of the Institution? "No," exclaimed Professor Morgan.

### TWO VIEWS OF THE "TALKIES."

#### ELSTREE'S SILENCE AFTER A TEST.

Mr. Henry Ainley was welcomed back after his long illness by the O.P. Club at a dinner at the Hotel Cecil, London, last month. Mr. Ainley said that while recovering he gathered that one had only to go to Hollywood and play in a talking picture to be able to return to London and refuse to act in any plays.

"After my recovery," he continued, "Mr. Nelson Keys and I were asked to go to Elstree and have our voices tested. On the strength of this I got quite rude to Mr. Watson (the Haymarket Theatre manager), but neither Mr. Keys nor I heard any more from Elstree."

London theatres, he said, had never done so well as now—that might be because talking films were so utterly bad that stage performances seemed good in comparison.

Replying to the toast of "The First Mrs. Fraser," the play in which Mr. Ainley made his reappearance, Mr. St. John Ervine said that the first actress he ever saw in London was Miss Marie Tempest. He there and then prayed that, one day she might appear in a play of his—an ambition that had now been fulfilled.

"I also prayed," he said, "that Mr. Ainley might one day do a play by me. In fact I once sat in a room with him and read him a five-act play of mine. A good deal has been said of Mr. Ainley's heroism during his recent illness, but it was as nothing to his heroism in keeping awake during the reading of those five acts." (Laughter)

#### A Dramatist's Opinion.

Mr. Ashley Dukes, the dramatist, who adapted "Jew Süss" for the stage, speaking at the Gallery First Nighters' Club, expressed the opinion that the "talkies" helped the theatre. Many of his audience, however, did not agree.

"The most important addition to the audience of to-day," he said, "are the people who have never formed the habit of listening to stage plays, but who, having heard very bad dialogue from machines in the picture house, have formed a desire to hear better dialogue in the theatre."

"I would not say, therefore, that the 'talkie' is the enemy of the stage. It helps by forming a new and large dramatic audience hungry for good dialogue, in the same way that a new audience was formed for music through the gramophone, by people realising that there are certain limitations in this canned stuff. Therefore, people are tending to turn away from the mechanical to the real thing."

#### JUDGE AND PARI-MUTUEL METHODS.

#### CREDIT BETTING "A DREADFUL THING."

Judge Sir Alfred Tobin, at Westminster County Court, said he viewed a case in which the National Pari-Mutuel Association, Ltd., of Green-street, W.C., were the plaintiffs, as "one of the very greatest gravities."

He had previously postponed judgement. The association claimed £8,000 from Frank Walker, locomotive fireman, of Bravington-road, Harrow-road, W., alleged to have been paid on his behalf in connection with "pools" on horse-racing conducted by the association.

The Judge said he had intended to give judgment to-day, but on reading the papers he found that the real issue was different from that which had been set forth. There was a question of public policy which it was desirable that counsel should argue.

Mr. J. H. Goldie, barrister, who appeared for the association at the hearing, was not present, and Mr. J. R. C. Chambers attended in his place.

Judge Tobin said he recognised that Mr. Chambers was not in the position to deal with the legal points at the moment.

"Here is the Pari-Mutuel Association asking people to pay 10s. membership fee and become life members, and offering them credit of £4 a week. What does it mean? It means, 'We will advance the money and put it on for you.' People betting ready money is bad enough if they are poor people, and the invitation to give them credit of £4 a week to be put on horses for them, seems a most dreadful thing against public morals."

"I shall fix a date when you can deal with the questions whether it is a matter coming under the Gaming Acts and whether it is desirable in this country that an association of this kind shall hold out to members the facility of paying so much into a pool to be devoted to horse-racing."

"I understand that other countries have made wholly illegal this pari-mutuel betting, especially where credit is given by the association to poor men."

### SUNDAY SCHOOL DANCES.

#### TO BE OR NOT TO BE?

The question whether dramatic entertainments and dancing should be allowed at social gatherings on Sunday school premises was raised by Mr. J. Lewis Parkhouse, president to the Southampton Sunday School Union, at the autumn convention of the National Sunday School Union held at the Great George Street, Congregational Church, Liverpool.

Mr. Parkhouse said most of them had come up against the problem of young people trying to express themselves in that manner, and it seemed as if that element in Sunday school life and among young people was rather rampant. The young people fought shy of devotional meetings, which they would not attend, and they desired a dramatic performance and perhaps a little dance and social. The question arose whether they should tolerate such things in Sunday schools.

The Rev. A. G. Seaton, secretary of the Wesleyan Sunday School Department, said that in their own Wesleyan Church the matter had been settled by a regulation, by which dancing and cards were forbidden on Methodist trust property. A committee had been appointed to draw up a preamble to those prohibitions so that young people did not get the impression that the Church said: "It is wrong, and that is why we do not have it."

They wanted to point out that while the Church expressed no judgment on the rightness or wrongness of that type of entertainment under good conditions, it did not feel it was expedient at the moment on church property. There would be a report on the proposed preamble next year.

#### Drift from Sunday Schools.

"We were losing scholars at a much faster rate before 1914 than we have been doing since 1918," declared Mr. Seaton. "Scholars between the ages of 12 and 13 are causing the greatest amount of difficulty. It is among them that the drift is growing. They are much more worldly-wise and much more restless than their fathers were at the same age. I don't know that that is altogether a bad sign. It is partly caused by new methods of education, such as films, and partly by new self-expression methods of training not only in Sunday schools but in day schools."

"If you are going to bring up a lad until he is 17 to be unquestionably obedient to his father, you may postpone the day of his rebellion a long time, but he is being kept a baby far too long. New methods in day and Sunday schools now tend to give the boys more freedom so that they may be able to stand on their own feet."

"Our greatest danger is to underestimate the intelligence of intermediate scholars. We have not given them strong enough meat for their age. There are about 3,000,000 children of day school age," he added, "who do not attend our Sunday schools."

#### HOW PRINCES KNIT.

#### SCARVES WITHOUT A DROPPED STITCH.

There are no dropped stitches in the six woollen scarves made by the Prince of Wales and Prince George, recently, on view in London at the exhibition of Queen Mary's Needlework Guild.

I examined them carefully, writes a woman Press representative, and could not find a single flaw.

Each Prince has added a crochet scarf to his quota of two knitted ones, and these were also entirely blameless of the perforation holes frequently seen in feminine work. Two sage blue and one red were the colours chosen by each of the Princes, who finished off their scarves with fringed borders.

#### A Stray Piece.

The Prince of Wales, having some red wool left, scored over his brother by adding a pair of mittens to his pile.

In these I found a stray piece of wool carried from one stitch to another. I had tried so hard to "pick holes" in the Princes' work, but this erring scrap of wool was all I could discover.

"I wonder who will get the Princes' scarves," said a young girl, who was queuing up to examine the work.

Queen Mary has contributed cot covers of her own working, and Princess Mary's knitted jerseys were also on the table piled high with royal gifts.

The Duke of Gloucester sent woollies, but he did not knit them himself.

Solicitor at Bow County Court: Can he pay this money? Plaintiff: Well, they call him "Old Scrooge" round our way.

Judge Cluer at Shoreditch County Court: Is your wife improving? Nervous to come here. Girl's mother: It has not improved mine.



Their shadows never grow less

There is no "fading away" of either shape or shade with shirts and pyjamas of 'Viyella' fine twill flannel. They can be worn out—comfortably and economically worn out—by the most particular man. The luxury of the smooth-surfaced, protective, non-irritant material endures even under crude native washings. And because 'Viyella' radiates as well as absorbs excess moisture from the skin—it is just as comfortable in hot as in cold weather.

'Viyella' is available in distinctive stripes and plain colors for Day Shirts and Pyjamas... in plain cream for towels, and cloth for "up country." All in various weights.

**"Viyella"**  
(Reg'd Trade Mark)

From First-class Stores throughout China and the East

BE SURE TO SEE NAME 'VIYELLA' ON DETACHABLE SELF-EDGE LABELS EVERY YARD OR SO. If any difficulty



In obtaining, please write for address of nearest retailer to Wm. Bell & Co., Ltd., (Incorporated in England), 200, Viyella House, Old Change, London, E.C.4.

### SEASONS FESTIVITIES.

LET OUR

### HIRING DEPT.

HELP TO MAKE YOUR PARTIES A SUCCESS.

WE HAVE A VERY NICE STOCK OF REQUISITES JUST SENT OUT FROM ENGLAND—

CUTLERY,

PLATE,

GLASSWARE,

CROCKERY,

TABLE LINEN,

TABLES & CHAIRS, etc.

OUR TERMS ARE VERY MODERATE. SEND FOR AN ESTIMATE TO

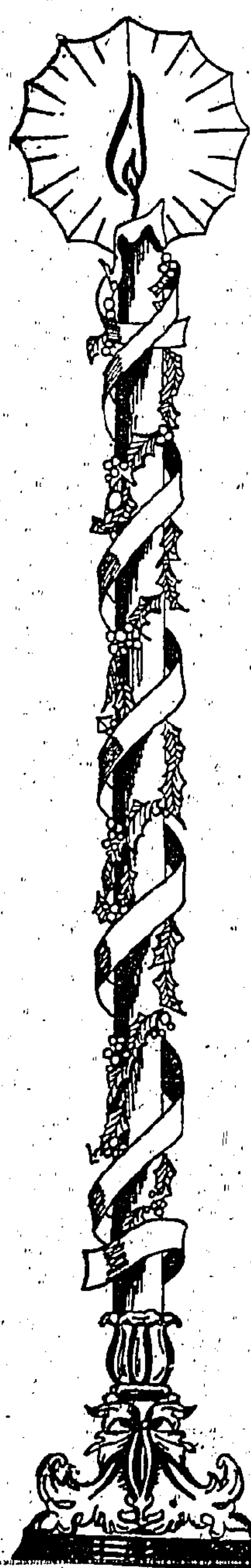
LANE,

**CRAWFORD'S**

HIRING and

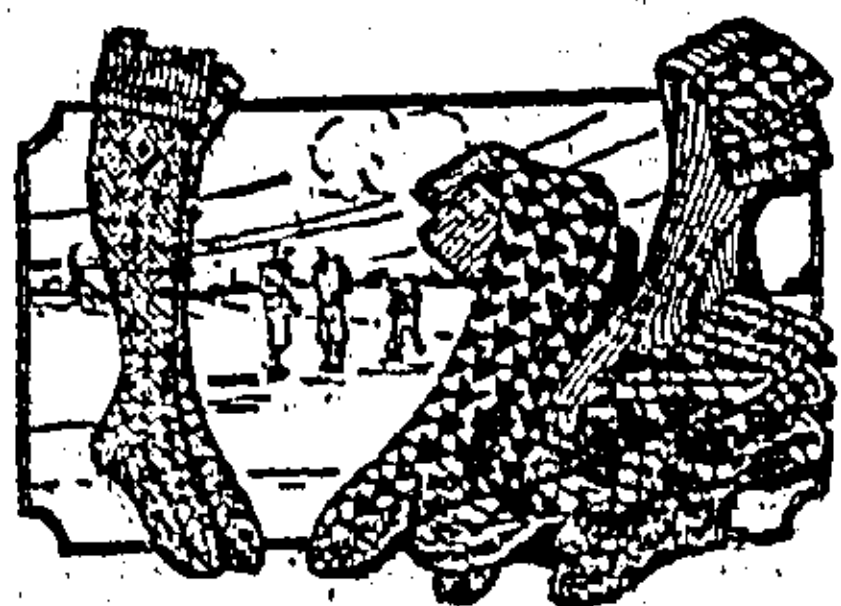
CATERING

DEPARTMENT





Colours  
must  
harmonise!



Scotch made  
**Braemar**

PULL-OVERS—SWEATERS—STOCKINGS.

"Colour harmony" is respected by well-dressed men more diligently than ever.

MACKINTOSH'S new Pull-overs, Sweaters and Stockings are all styled with this in view. Colours themselves are restrained in exceedingly distinguished blends.

The new "ZIP" Golf-bags in three sizes

**Mackintosh's**



HE LOOKS

HAPPY !!!

WHY ?

He has just  
found out the  
difference a

**"VALET"**

**AUTO-STROP RAZOR**

makes to life

Obtainable from All Leading  
Stores and Pharmacies.

**WHITEAWAYS**

CARNIVAL NOVELTIES

FOR THE

**NEW YEAR PARTY**

A

**LARGE SELECTION**

OF

**BALLOONS,**

**SQUEAKERS,**

**BLOW-OUTS,**

**MASKS,**

**SURPRISES,**

**FANCY HATS.**

**NEW YEAR GIFTS**

AT

**WHITEAWAYS**

## TRYING TO CONTROL SEX.

AMERICAN EXPERIMENTS.

The production of male or female offspring at will is already possible in the case of certain species of plants and animals. That it may one day be extended to human beings is thought not impossible by research workers at the Carnegie Institute Station of Experimental Evolution at Cold Spring Harbour, Long Island. Miss Ruth Millard, writing in the *New York World* says:—

"Through the study of variations in environment, glands, and chromosomes, the microscopic, rod-like bodies that transmit hereditary factors, the Institute's research staff have been able to control, in some instances, sex and other characteristics of organisms.

"If these discoveries can be carried further and applied to mammals, then the scientists admit it might be possible to correct male deformities and deficiencies. Possibly parents could be assured of bringing sons or daughters into the world according to choice.

"Plants and animals are the resultant of two major interacting factors—heredity and environment," explained Dr. A. F. Blakeslee, assistant director, discussing the significance of the experiments at Cold Spring Harbour. "Man, nature's most interesting animal, is poor material to unravel fundamental laws, because of the infrequency of his generations (about three to the century in contrast to twenty a year from the fruit-fly), the small number of offspring that can be made from a single mating, and the limited use that can be made of man as an experimental animal. The fundamental laws of life processes, therefore, must be discovered, in the main, from plants and lower animals."

Whether an individual is to become a male or female is determined, under usual environmental conditions, by an internal mechanism controlled by hereditary factors. It has been found, however, Miss Millard tells us, that in two organisms, doves and water-beans, sex can be controlled by changes in environment.

Other Experiments.

"Dr. A. M. Banta, working with small water-beans" (says Miss Millard), "which he grows in bottles, finds that he can increase the proportion of males which are born through changing environmental conditions—by crowding the mothers together in bottles, by the use of various drugs and other stimuli. From these experiments, Dr. Banta thinks it possible that certain environmental conditions have a definite effect on the chromosome mechanism which determines sex.

"Dr. Oscar Riddle discovered that by overworking the reproductive activities of doves—that is, by taking away the eggs as soon as laid and causing the birds to lay many more than the usual number—ultimately the reproduction of females only was brought about. By crossing distantly related species, as the ring-dove and the common pigeon, he obtained only females.

"Let us consider not the present accomplishment but the future possibilities," said Dr. Riddle. "It is open to the experimentalist to kill or to inactivate one kind of sperm at will and thus to remove all chances of the appearance of individuals of one sex. The fact that no one has succeeded in doing this does not mean that it will not be accomplished later. Sex transformation or sex reversal has been accomplished with specially suitable material where treatment could be applied during the early stages of the animal's development. In the frog it has been found that eggs and embryos which would otherwise produce females can be made to develop into male tadpoles and frogs by exposing them to temperatures higher than normal during early development. The same end was accomplished by causing the frog eggs to become 'over-ripe' before allowing the sperms to unite with them.

"All eggs obtained from cross-mating unlike species of pigeons produce males. This is not a very practical way of controlling sex in the human, since males so dissimilar would have to be sought by humans among the gorillas and chimpanzees.

"Some of us associate all of the changes which have been proved to accompany changes in a female-to-male direction with a speeding up of the oxidations in the developing embryo. Conversely, methods which change males into females seem associated with reductions in this speed of oxidation. If we artificially establish a type of metabolic rate, we can obtain the corresponding type of a sex.

"The present methods, used to control sex are largely or wholly inapplicable to the human and other mammals. But if the ultimate effect of these several methods in reducible to changes in the metabolic rate, we can hope later to employ in man new agencies which will give us the metabolic rate in (Continued at foot of next column).

## SINISTER SENSATION IN CHINATOWN.

PERHAPS THE INHABITANTS GET THE CREEPS, TOO?

My recipe for a sinister half-hour contains only two ingredients: Limehouse Causeway and a London fog.

I sampled them both to-day. Having read about the raid which Scotland Yard men carried out in "Chinatown"—about the detectives who, at a given signal, dashed out of the fog into a restaurant and made some arrests—I thought it my duty, as a good Londoner, to find out what Limehouse is really like now-a-days.

Well, Limehouse on a sunny morning may be as cheerful as the bubbles in champagne; but Limehouse in the fog gave me the creeps.

At the top of West India Dock Road the fog was not considerable. It clung to the houses like fine gauze. But as one walked towards the river the atmosphere became denser and damper, so that a stranger to the texture of London fogs, might have imagined that he was being hit in the face with a wet blanket wielded by unseen hands.

The Bowed Figure.

How unostentatiously—how slyly, almost Limehouse-causeway opens off the main road! Had I not searched carefully, I might well have missed it.

Some distance along the street there was a railway bridge; beyond its black outline nothing could be seen except the bowed figure of a Chinese shuffling away into the gloom.

I followed. The winding street was strangely quiet. On either side were little shops. Through some of their windows yellow, long-eyed faces looked out at the fog—and at me.

I walked on, past huddled houses. Now and then I came to an open door, but saw no reassuring lights within—only a darkness deeper than the fog and a silence out of which came a faint, low, and a sudden scamp of feet.

Limehouse-causeway gave place to Narrow-street, and from Narrow-street still narrower alleys opened—alleys which writhed and twisted among tall buildings and looked as if they led nowhere.

I began to think of fog-swathed Narrow-street as a river of mystery fed by dark and tortuous tributaries; but then I came to real river—to the Thames itself.

A tiny lane ended abruptly in a flight of steps, and at the bottom of the steps the brown stream went slinking by.

Shivers.

The fog, thicker than ever now, seemed to open its arms, to hold me. I shivered. The grey ghost of a boat went past, a few yards out on the water; very dimly, I could see a man's figure swaying as he propelled invisible oars.

From the far bank of the river came a menacing rumble of machinery at work.

Back through Limehouse Causeway I went again, and across West India Dock-road into Pennyfields. In Pennyfields, as elsewhere in Limehouse, many shop windows were heavily shuttered.

It was easy to imagine that somewhere behind those shutters were secret passages and rooms filled with the unconscious forms of men from whose limp figures the opium pipe had fallen to the ground.

I thought of the sort of sub-titles which were used in old-fashioned film serials:—

And there in the velvet darkness the dread deity of opium claimed yet another victim. Don't miss next week's gripping instalment.

As a matter of fact, it was easy to imagine anything in Limehouse to-day, and the inhabitants have only themselves to blame. I mean, there is nothing more conducive to vivid imaginative flights than the sight of a lot of shut shutters.

Perhaps

It may be, of course, that the Chinese are rather proud of living in a district which looks so sinister, and do all they can to intensify the atmosphere in the hope that a film producer will come along to buy the place and give them all fat contracts.

Or it may be, on the other hand, that the Chinese are sensitive people and that when there is a fog they prefer to shut out the sight of Limehouse. Perhaps it gives them the creeps, too.

P.C.

the egg and embryo. The facts already gained will be of use in correcting sexual deformities and deficiencies in human beings. Only practical difficulties bar the way to control of sex in human beings. But since the difficulties are practical and not theoretical it is within the province of science to overcome them in the future.

## GERMAN SCHOOL-BOYS' VISIT.

A WEEK IN AN ENGLISH PUBLIC SCHOOL.

A visit of a unique character was recently made to an English public school by a party of German school-boys. The top form of the largest and, in the opinion of some, the most progressive secondary school in Germany went over to England with two of their masters, and lived for a week at Gresham's School, Holt, at the invitation of the headmaster, Mr. J. R. Eccles.

The visit was the outcome of a tour in Germany by boys from Wellington, Cheltenham, Christ's Hospital, and Gresham's School, organized by Toc H, that took place last Easter. This party was entertained by the Aufbauschule, of Neukölln, in Berlin, and the German visit is the direct result of conversations that took place then.

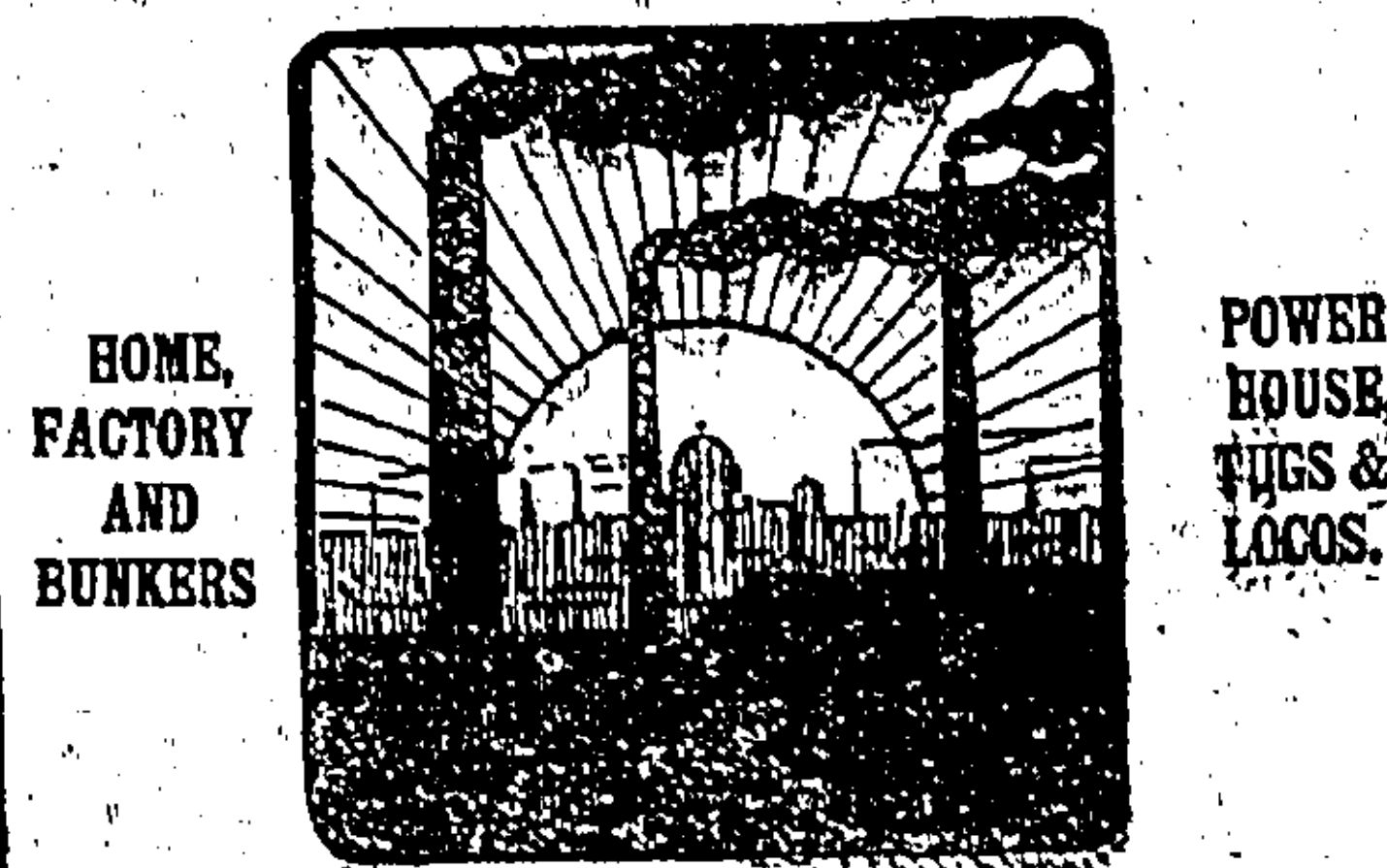
The interest of the visit, from an education point of view, lies in the fact that the Neukölln School is at the moment in the process of building itself again out of the ruins of the old German educational régime. In the hands of Dr. Karzen, a well-known German educationist, the school promises to develop into one of the finest in Germany. At present only a few experimental classrooms have been built, and the new spirit in German education has to struggle along still in the old barrack-like buildings. The interesting thing, from an English point of view, in Dr. Karzen's plans for his new school, which have been published fully in German papers, is that he aims at producing results not unlike those actually achieved in some of the more progressive English public schools. He wishes to produce quickly what we in England have got from the slow building up of tradition by years of patient work. This may not be possible, but the fact, gave to the visit its unique character.

Meeting With the King.

The boys had every opportunity during their stay of seeing all sides of English school life. On the first evening they saw Wakefield's film *Rugger*; they attended chapel; they went to classes and laboratories; they played games; they explored the ancient buildings of Norwich; they bicycled along the Norfolk coast from Sheringham to Mundesley; most important of all, they lived with the boys in the school houses and shared in their life. Four of them, while visiting Sandringham, had the good fortune to be introduced to the King. His Majesty showed the greatest interest in them and in their visit to this country. On the last evening English and German boys gathered round a piano and sang sea shanties or *Volklieder* in turn. In a

## KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME,  
FACTORY  
AND  
BUNKERS

POWER  
HOUSE,  
SIGNS &  
LOCOS.

THE KAILAN MINING ADMINISTRATION  
DODWELL & CO., LTD., Agents, Hong Kong.

quite astonishing way, considering their difference of upbringing and outlook, they fitted easily into the normal life of the school.

The visit, which must be almost the first of its kind, cannot but be the beginning of a work of international co-operation in education that must strengthen the hands of those who are working for conciliation between nations. In Germany they are profoundly experimental in education. They are anxious to learn what they can from the experience of English educationists. They recognise that we possess in our schools a quiet faculty of acting in a corporate way that they have not got. Their new schools are sometimes a little chaotic with self-expression, and they want to learn how to combine freedom with discipline. A visit such as this, from people who feel their life to be full of promise but as yet incomplete, renews the springs of enthusiasm among us, and it is to be hoped, admits them to a glimpse of a heritage of experience that is not without value. Such interchange of ideas cannot fail to refresh and enliven all who participate in them.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

## SANDAKAN LIGHT & POWER CO. (1922), LTD.

NETT LOSS LAST YEAR OF  
\$10,000.

The following report will be presented by the General Managers (Messrs. Shawan, Toms & Co.) of the above Company at the shareholders' seventh ordinary yearly meeting, which is to be held at the head office of the Company, St. George's Building, on Tuesday, December 31, at 12.30 o'clock p.m.:

The General Managers have now to lay before the shareholders a statement of accounts for the year ended June 30, 1929, and balance sheet as at that date.

The profit on working account, after deducting general manager's commission, is \$47,937.70, to which has to be added interest amounting to \$892.21. But after providing for depreciation and charging Consulting Committee's and Auditors' fees, instalment and interest for the year on account of sinking fund to replace value of concession, loss on sales of old machinery, etc., there is a nett loss of \$10,015.92. This amount, transferred to general profit and loss account, makes the balance at debit of that account \$89,951.48.

CONSULTING COMMITTEE.—In accordance with the Articles of Association the Hon. Mr. J. P. Braga, Mr. C. A. da Rosa and Mr. S. M. Churn retire, but being eligible offer themselves for re-election.

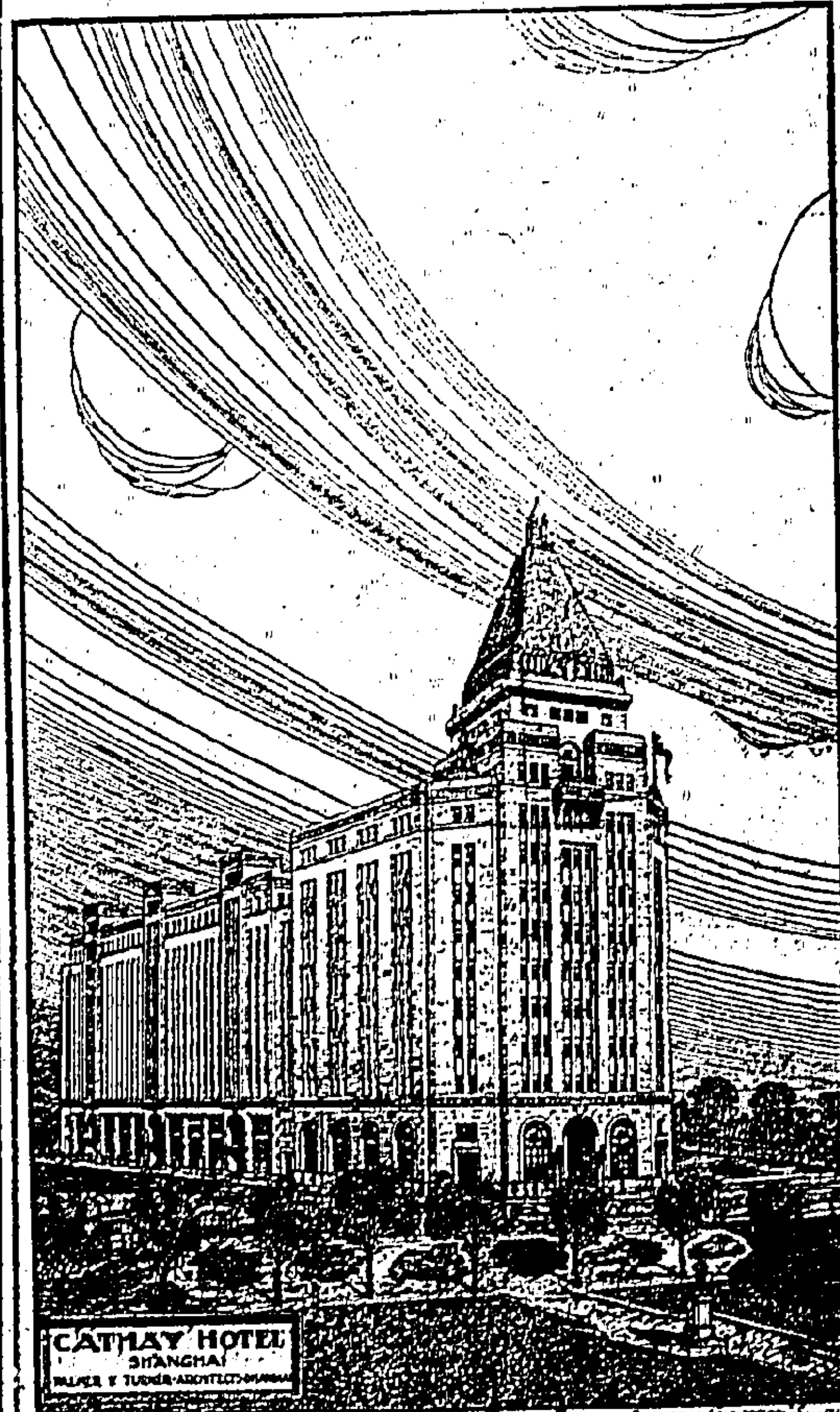
Auditors.—The account in Hong Kong have been audited by Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming, who retire, but being eligible offer themselves for re-election.

## CATHAY HOTEL

THE BUND - SHANGHAI

THE MOST MODERN  
HOTEL IN CHINA.

214 ROOMS AND  
SUITES, EACH WITH  
PRIVATE BATHROOM.



**HOTEL RESTAURANT**  
with Spring Dance  
Floor opening on to  
the Roof Terraces.

"TOWER" a la Carte  
RESTAURANT on the  
Ninth Floor.

**BANQUETING and  
PRIVATE DINING  
ROOMS** on the Tenth  
and Eleventh Floors.

E. CARRARD, Manager.

CABLE ADDRESS:—

"CATHOTEL,"  
SHANGHAI.



**THE KWANGSI SITUATION.****COMPROMISE SUGGESTED.****LI MING SHUI DECLARES FOR CANTON?**

According to the vernacular Press, over 15,000 Canton troops are now in Kwangsi. General Chen Tsai Tong who is in personal command of these troops, with headquarters in Wuchow, has offered to incorporate all Kwangsi insurgents willing to surrender into his own forces but will exterminate those who refuse to submit. Chiang Kai Shek's orders to the Canton Higher Command are to "uproot the rebels once and for all." A delegate has been dispatched to Lui Woon Im to discuss a settlement of the Kwangsi situation. It is understood that if Lui and other Kwangsi generals "turn over" to Canton, they will be allowed to hold civil posts only, and their troops will be taken over by Kwangtung generals. Li Tsung Jen, Pei Chung Hsi and Wong Shiu Hung have fled to Haiphong in disguise and their troops are ready to submit.

A report from Wuchow states that large numbers of troops have been rushed from Wuchow to Waichap, in the extreme east of Kwangsi, upon which, the "Ironside" and part of the Kwangsi troops are converging. Meanwhile, troops in Northern Kwangtung are heading for Waichap from Kwangtung to attack them from the rear. The Kwangsi troops will probably surrender but the "Ironside" are unlikely to yield without further fighting.

**Li Ming Shui Changes Sides.**

Another report states that Li Ming Shui has declared for the Central Government and has been made commander of the 15th Army. He has several thousand troops at Lungchow, and vicinity and will cooperate with the Canton troops in exterminating the insurgents.

**CHARGE AGAINST MR. SAMPLE.****ALLEGED NEGLIGENCE IN DRIVING A CAR.**

A summons for driving his motor car in a negligent manner in Stubbs Road at 7.30 p.m. on December 11 was brought against Mr. E. F. R. Sample, of Messrs. Dennison, Rann and Gibbs, before Mr. E. W. Hamilton at Central Magistracy yesterday.

Mr. A. E. Clark, a witness called by the prosecution, stated in evidence that he was driving his car up Stubbs Road, and half way between Sir Robert Ho Tung's residence and Magazine Gap he overtook an Austin 7, having received a signal to pass. Shortly after, as he was approaching a blind corner, he was overtaken and passed by Mr. Sample's two-seater without any warning.

Cross-examined by Mr. M. K. Lo for the defence, witness said that it was Mr. Sample's own luck that he was able to avoid a crash. Witness was positive that no horn was sounded.

The case was adjourned until next Tuesday afternoon for Mr. J. W. Frank, who was a passenger in Mr. Clark's car, to give evidence for the prosecution.

**MOTOR-CAR THEFTS.****PUBLIC VEHICLE OWNER CHARGED.**

An owner of a public vehicle motor car was charged before Mr. E. W. Hamilton at Central Magistracy yesterday with stealing motor car accessories and also with receiving stolen property. The complainants were the Hong Kong and Shanghai Hotels, Ltd., Mr. Lam Ying of Messrs. Sang Lee building contractors and Chiu Si Koo. The articles alleged to have been stolen or received were a bumper, a jack, a pair of pliers, wrenches and brushes.

Mr. F. C. E. Rendall appeared for the defence and pleaded not guilty. He asked for a date to be named for the hearing.

The Magistrate fixed the bail at \$1,000, remarking that car thefts were becoming common in the Colony and that this was not an isolated case. The alleged offences, if proved, were serious.

The hearing was fixed for Monday next.

**TROUBLE AT MACAO.****FIRM HAND WITH SOLDIER REBELS.**

Captain Matthews of the S.S. Sui An which arrived from Macao yesterday evening, in an interview with our representative, said that the trouble at the Portuguese Colony was now over. At about 9 a.m. yesterday morning, it is understood that shots were fired by the rebels from Monte Fort at the Government forts below. About a dozen rounds were fired in all but no damage was reported.

Later the "rebels" surrendered, a white flag being hoisted from the Fort. A large number of Government troops led by an officer then advanced on the Fort but no resistance was met with and the rebels laid down their arms.

A disaffected sergeant is stated to have been the leader of the rebels. This man was arrested with some 40 others and it is understood that they are being immediately sent to Portugal. It is believed that the gunboat Patria is bringing them to Hong Kong for transhipment.

**The Official Account.**

The acting Consul for Portugal in Hong Kong received a cable from the Governor of Macao stating that a small group of soldiers of the garrison stationed at Monte Fort, and led by a sergeant suspected of advanced ideas, rebelled on Sunday and disregarded the orders of the Government. The mutinous troops were immediately surrounded and they submitted on Tuesday morning to military force. No casualties occurred, and all parties responsible have been handed over to a military Tribunal.

**HEALTH OF THE COLONY.****SMALL-POX FIGURES LOWER.**

New cases of small-pox last week totalled 19 and there were 12 fatalities. All cases were Chinese. Reports on other notifiable diseases were: Typhoid 4, 2 fatalities; diphtheria 3, 1 fatality. Deaths from tuberculosis numbered 43, from malaria 7 (a welcome reduction on recent figures) from influenza 2.

On Monday 9 more cases of small-pox were notified, one being described as "non-Chinese."

On December 13, 28 new cases of small-pox and 33 deaths were notified for the preceding week.

**SIR HUGH CLIFFORD TO FLY TO MALAYA?****HIS PRIVATE PLANE.**

That Sir Hugh Clifford now owns a private aeroplane, that he is contemplating a flight to Malaya, and that all his old vigour and keenness have returned, are the cheering conclusions to be drawn from a brief but characteristic note from Sir Hugh which has been received in Singapore.

Sir Hugh's message is as follows: "My wife is now in Cornwall and I hope will shortly proceed with her sister to the Riviera. I shall be there myself in my new Gipsy Moth 'Theban Eagle,' which was licensed, starting about January 20.

"Please tell my friends of all nationalities in Malaya that I hope during the years ahead to pay occasional visits to *Negeri Kita*, borne by the same gallant fowl."

A London cable states that Lady Clifford is now convalescing in Cornwall.

**SHARK AT PENANG.****FISH FOURTEEN FEET LONG CAUGHT.**

An unusually large shark was caught in the vicinity of Penang harbour and landed on the beach off "Donnybrook" in Northam Road, according to the *Straits Echo*.

It measured 14 feet and weighed in the neighbourhood of 400 lb. The girth of the fish was so big that it could not be manipulated through the gateway of the Municipal landing place and had to be landed finally through Mr. Lim Cheong Kung's house, the services of six men being required for the purpose.

It filled up the whole hand cart, its tail trailing along the road on the way to Chowrasta Market. The shark was apparently one of a school that was observed sporting in the harbour by fishermen a few days ago.

Its presence must have been known for the past week, since the beach at "Donnybrook," which is used as a favourite bathing place by schoolboys, has for the last few days been clear of bathers.

**MR. BREWER'S CASE.****ADDRESS BY DEFENDING SOLICITOR.****MAGISTRATE RESERVES HIS DECISION.**

The magistracy proceedings against Mr. Noel Lestone Brewer, who is charged under the Perjury and Larceny Ordinances in connection with the preparation and filing of a balance sheet of the Instone Banking Corporation, concluded yesterday, and Mr. A.V.G. H. Grantham reserved his decision.

Prior to Mr. E. Davidson's submissions for the defence, the Magistrate asked Mr. Brewer whether, having heard the evidence, he wished to make a statement, warning him that although he was not obliged to say anything, any statement he would like to make would be taken down as evidence. Mr. Brewer replied that he did not wish to say anything.

In his address for the defence, Mr. Davidson said that he was not reserving his defence although he was not calling evidence, because the defence had been disclosed during the cross-examination of the witnesses. To call evidence would mean prolonging the proceedings, and perhaps be taken as an admission that there was a case to go before a jury, which he emphatically denied.

**Duty of the Prosecution.**

The defendant was charged with having knowingly and wilfully made a statement false in a material particular in connection with the statutory report and balance sheet, the charges being all the same. It was part of the burden of the prosecution therefore to prove the state of the defendant's mind. Not only must they prove that the statement are untrue, but they must prove that Mr. Brewer knew them to be untrue.

There were two important points to remember. It had been very fairly stated by Mr. Fitzroy that the defendant defrauded nobody in the balance sheet Mr. Brewer had not made a cent out of it. In support of the charges the principal evidence called has been that of Mr. S. H. Ross and Mr. E. L. Agassiz. Throughout their evidence it was clear that what they were stating were matters of opinion.

In the course of his submissions, Mr. Davidson went through the charges separately, quoting a number of Home authorities. He said that so far as the evidence goes there was not the faintest evidence to support the charge of perjury. Mr. Ross had stated that assuming the transactions were genuine, they were correctly treated in the statutory report. This statement put an end to the charge.

**An "Amazing Witness."**

It was amazing, he continued, that one of the witnesses against Mr. Brewer was an auditor Mr. Li Ting who is authorised by law to sign balance sheets. That witness was a guilty far more guilty than Mr. Brewer if any perjury has been committed at all by the defendant.

At a later stage Mr. Davidson said there was no evidence that Mr. Brewer prepared the balance sheet. Mr. Brewer was unfortunate in that all he had said at the public examination was now being used against him. Mr. Brewer was not the book-keeper of the Company but its President.

In conclusion Mr. Davidson submitted that this was one of the cases which should not be sent before a jury and Mr. Brewer had a right to be discharged in Court. Mr. Fitzroy dealt with points of law, quoting authorities for his Worship's guidance. Decision was then reserved until next Tuesday at 11.30 a.m.

**THE WATER SUPPLY.****ENOUGH FOR 23 WEEKS AT PRESENT CONSUMPTION.**

**Hong Kong.** The total storage in the island reservoirs on the morning of Monday, December 23, amounted to 1,373.33 million gallons showing a decrease of 43.11 million gallons during the past week; the amount collected from streams being 1.63 million gallons.

The week's consumption amounted to 47.74 million gallons.

**Kowloon.** The total storage in the mainland reservoirs on the morning of Monday, December 23, amounted to 477.33 million gallons, showing a decrease of 5.76 million gallons during the past week.

The week's consumption amounted to 25.88 million gallons, not including 1.69 million gallons supplied to water boats at Laichikok. The yield from the Shing Mun River and its tributaries during the week is 21.81 million gallons.

**STELLA POLARIS.****CRUISING MOTOR YACHT IN HARBOUR.**

The motor yacht *Stella Polaris* came into harbour about noon yesterday making fast alongside the Kowloon wharf. Her graceful yacht-like lines, and gleaming white paint attracted immediate attention as she made her way in to her berth passing sturdy cargo boats, warships, and native craft, in her path.

The *Stella Polaris*, a twin screw motor yacht, is owned by the B. & N. R.M.S./S., whose combined fleet numbers fifty (of which nine are motorships).

She is now on an all winter cruise on the China seas and to the East Indian Islands visiting en route the French Riviera, Italy, Malta, Egypt, Arabia, Ceylon, India, Burma, Malaya, Sumatra, Java, the Celebes, Malacca and Banda Islands, Philippines, Hong Kong, Cochin China, and Siam.

The route to be followed on this 23,000 miles pleasure cruise to the East has been specially selected to obtain the maximum of calm seas and sunshine. It can be considered, says the Company's brochure, a calm water voyage from start to finish, so far as it is humanly possible to arrange.

**Limited Passenger Accommodation.**

The *Stella Polaris* is a sunshine boat, and eminently suitable for the tropics, the cabins having latest punkah louvre ventilation. Judged merely by size, she could have found place for a larger number of people than the two hundred passengers for which she provides. But it was decided to limit the number. The state-rooms are large and the decks spacious. The accommodation comprises—Four cabins de luxe, each with sitting-room, double bed-room, large bath-room and lavatory. Each sitting-room contains a couple of tables, a sofa, and deep, cosy chairs. The suites de luxe are panelled in a beautiful hardwood. There are twelve special double state-bedrooms, each with large private bath-room and lavatory. There are 51 single bedrooms, several of which can be arranged to inter-communicate. The other state-rooms are double rooms. Every room on the ship has hot and cold running water. Bedsteads are fitted, placed on the floor of the rooms, ample wardrobes, reading lamps, cosy chairs, large mirrors.

The lounge and music room has panels of Asiatic Birch in frames of walnut, dark-stained. The two reading and writing rooms are panelled in African pear tree. Everything is light and agreeable. Here, too, are parquet floors and Oriental carpets, and book-cases, writing-tables, sofas and chairs invite delight and ease. The smoke room is panelled in oak and furnished with green leather. And, of course, there are comfortable and spacious chairs and sofas. The fireplace has a marble mantelpiece and is flanked by two book-cases.

The "bells" that ring the travellers' needs are fashioned to be silently effective: they are "light signals" instead of noisy alarms.

Thus it will be seen that the idea has been to carry comparatively few passengers and to carry them in the maximum of comfort. The sundeck is a special feature of the *Stella Polaris*. It provides that open unobstructed view which is so much appreciated by passengers when going in and out of harbour. Tight air is an open-air gymnasium. The motor power, which obviates amusements for sitting or promenading. For a considerable distance, the B deck is the full breadth of the ship, thus affording a wonderful space for games or dancing.

**Sightseeing in Hong Kong.**

No special excursions have been arranged for the passengers while in Hong Kong as only a few of them expressed a desire to join them. But trips will be made up the Peak and round the Island, round the New Territories, and to Canton.

Among the passengers are several distinguished Norwegians and Mr. E. Phillips Oppenheim the novelist whose works have already enthralled two generations of readers.

**FIRE ON GROUND STEAMER.****FREIGHTER EXPECTED TO BE A TOTAL LOSS.**

Seattle, Dec. 16.—Fire is reported to be raging in the holds of the McCormick freight steamer *Skanawga*, which is grounded on the rocks a mile to the south-west of Cape Flattery.

It is feared that the vessel will be a total loss. The cutter *Snohomish* rescued the crew under conditions of the utmost danger. Decks of the vessel were hot and there had been a series of explosions.—United Press.

**SERIOUS COLLISION IN SHANGHAI.****JAPANESE COLLIER AND THREE WARSHIPS.**

As already reported by Reuters, the strong Whangpoo current was partly responsible for another accident on the river at Shanghai last week, when the *Yetorofu Maru*, a cargo boat coming up river, collided with the British Naval Buoy opposite the "Bund," and tossed it on to the bows of H.M.S. *Berwick*, doing some little damage to her hull. The steamer's following behaviour, however, was a little more serious, as will be seen from the following account published in the *N.C. Daily News* of the incident.

After her collision with the buoy the *Yetorofu Maru* swung off and was carried by the tide to the French cruiser, the *Waldeck Rousseau*, flagship of Admiral Mouget, and struck her starboard bow head on, bending the rails right back and doing some other smaller damage, and then dropped both her bow anchors.

The incoming current swung the steamer round as her aft anchors were not lowered, and her port-side came into hard contact with a French gunboat, the *Marne*, lying alongside the *Waldeck Rousseau* and consequently sandwiching her, causing damage to both starboard and port. All the while her siren was shrieking and a flag was hoisted, showing that she was out of control.

The gunboat *Marne* was under orders for Nanking and due to sail that morning, carrying the French Admiral. Instead of this the ship will go into dock for inspection.

**3,500 Tons of Coal.**

The *Yetorofu Maru*, which was carrying 3,500 tons of coal to be unloaded at Shanghai and which is a ship of 4,273 tons burden, was travelling at a good speed, according to an eyewitness, being carried by the inflowing tide and her engines running. Not being able to clear the *Berwick*, as the strong wind was forcing her on to the man-of-war, her bow bumped against the buoy which was flung against the bows of the *Berwick*, and then she grated the side of the hull. In doing this, the two starboard anchors of the man-of-war ripped open the whole fore-side on the port side of the steamer.

The tide pushed the ship onwards, despite the fact that her engines had been stopped, and the lifeboat on the bridge on the same side of the *Yetorofu Maru* was crushed.

Suffering thus, she was carried further on to the French cruiser, the *Waldeck Rousseau*, and a head on collision followed. The sirens were calling for the tugs, and her flag which was immediately flown showed that she was utterly helpless. Sampan in the vicinity were making away quickly.

**Considerable Damage.**

She struck the starboard side of the *Waldeck Rousseau* and the rails broke and bent in, while the fittings on the deck were made useless. A wheel which was used for reeling steel girders was bent and debris from the *Yetorofu Maru* was scattered on deck.

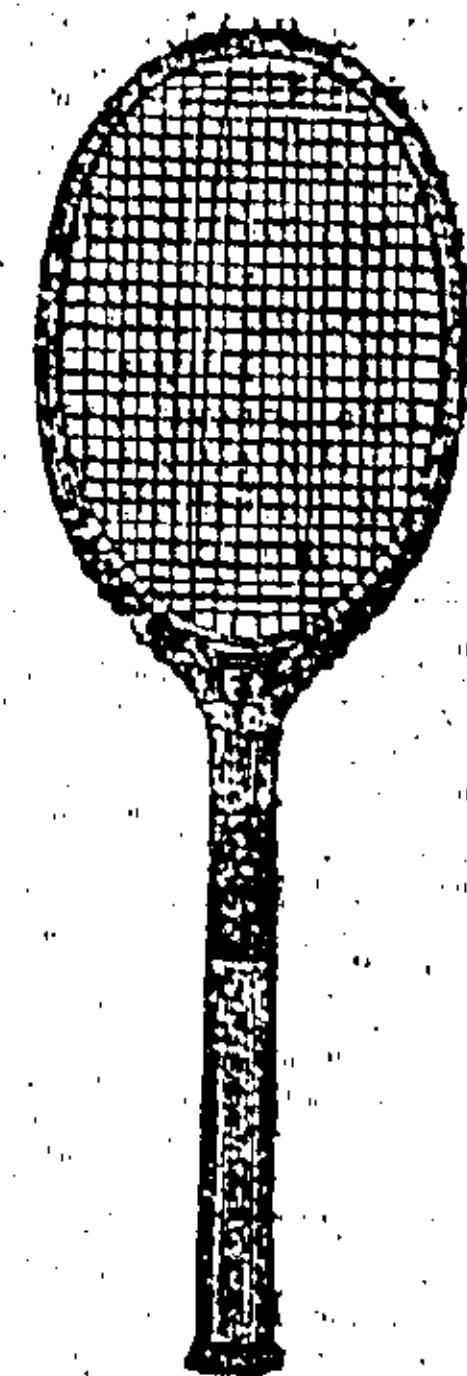
At this period the *Yetorofu's* two bow anchors were ordered to be lowered, while she was still swaying from the impact with the cruiser, and it seemed that she was safe until the tugs would arrive, but not so. The tide having played a number of tricks was not out from another, and while the *Yetorofu Maru* was swung round by the tide the wind did the rest, crashing her against the *Marne*, as described above. The *Yetorofu* will probably have to be removed into dry dock.

Though little damage was done to the *Yetorofu's* hull in the latter collision, the gangway of the *Marne* was broken and pushed into her. The fender which was suspended from the *Marne* between the two ships was responsible for a large dent in the plates on the port side.

**Towed off and Turned.**

Two tugs from the Tug & Lighter Co. towed the steamer off, and after she had swung round near the Garden Bend, she anchored at the Hoong Shin Wharf at Pootung at about four o'clock.

Surveyors from the Nippon Yusen Kaisha, who are agents of the *Yetorofu Maru*, by which company the *Yetorofu* is chartered, examined the damage done to the men-of-war and the steamer. Negotiations are being put through as to whether the *Yetorofu Maru* should go into dry dock in Shanghai or Japan. It was stated that probably the latter country will be chosen.

**TENNIS RACKETS**

Just Received  
THE FAMOUS  
"LIGHT BLUE"

By H. J. Gray & Sons.

AND THE  
"TOP-FLITE"

We can string any Racket in Local, Indian or British gut to your own specifications.

Lane, Crawford, Ltd.

Sports Dept.

We wish  
Our Patrons  
A VERY HAPPY CHRISTMAS.

The Anderson Music Co., Ltd.

Parfumerie Rigaud

ETABLISSEMENTS RIGAUD,  
PARIS.

If you are buying Parfumeries, we recommend you to our "CHYPRE De Rigaud," "Parfum Petit Modelé," "Fleur Du Soir," "Rosa Amata," "Le Lilas de Rigaud." We are well-known in the manufacture of Parfumeries, Essences, Eau de Cologne Supérieure, Face-Powder, Crème de Beauté, Hair Oil and Lotion at Moderate Prices.

AGENTS:

VICENTE ATIENZA & Co.

No. 54, NATHAN ROAD, KOWLOON.  
TEL. K. 155.



Flacons de Luxe  
Un Air-Embaume  
Le Lilas de Rigaud

**RADIO**

SETS & ACCESSORIES  
OF

LATEST PRODUCTIONS

INSPECTION CORDIALLY INVITED

THE WING ON CO., LTD.







**YEN HSI SHAN "DOES HIS STUFF."**

TROOPS SENT TO HONAN.

BACKING HIS WORDS.

[THROUGH REUTER'S AGENCY.]

Peking, Dec. 24. Yen Hsi Shan appears to be following up his recent words with actions. During the past three days Shan's troops have been pouring south from the province. Large numbers are now massed on the north bank of the Yellow River, from where they will cross over and occupy Chengchow, to take part in the campaign against Tang Seng Chi, who is being penned between Hsuehchang and Yencheng on the Kihnan Railway. Tang Seng Chi is striving to draw out his men, and retreat to Shensi. Taiyuanfu messages declare that Shan's troops are entering Honan "for the suppression of the Re-organisationalists."

**HAN FU CHU OCCUPIES CHENGCHOW.**

[NAVAL WIRELESS.]

SHANGHAI, Dec. 23. It is reported in the Chinese Press that Han Fu Chu is in occupation of Chengchow. The situation at Shanghai is quiet.

**RUMANIA AND THE C.E.R.**

A RUSSIAN REBUFF.

[THROUGH REUTER'S AGENCY.]

Moscow, Dec. 24. M. Herbet, the French Ambassador, visited M. Litvinoff in order to hand him the communication of the Rumanian Government in connection with the action of Mr. Stimson in reminding Moscow and Nanking of their Kellogg Pact obligations.

M. Litvinoff refused to accept the communication, and declared that as the Sino-Russian dispute was almost completely settled, all statements about joining Mr. Stimson's action were aimless, and could only be considered as a hostile demonstration.

**C.E.R. QUESTION.**

ANOTHER DATE QUOTED!

[THROUGH REUTER'S AGENCY.]

MURDEN, Dec. 23. It is learned from a Russian source that the Habarovsk conference has concluded. It has been decided to hold a formal conference at Moscow on January 25.

**GERMAN ARMS FOR CHINA.**

PERTINENT QUESTION IN COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In the House of Commons at question time when Mr. Arthur Henderson stated that evasion of the prohibition of German export of war materials had been hitherto insufficiently important to justify attention of the League Council being drawn to them, Sir Frederick Hall asked whether it was proposed to say that the exportation of sixteen railway trucks loaded of munitions to China was insufficient to justify intervention.

Mr. Henderson promised to consider enquiry if Sir Frederick Hall would provide him with the information.

**BODY FOUND AT WAGLAN.**

ECHO OF LEE CHEONG DISASTER.

An echo of the recent Lee Cheong disaster in which all but two survivors lost their lives, was the finding of a dead body by fisher folks at Waglan yesterday. Late last night, a police launch was sent out to Waglan to bring the body into port. A close look-out is being kept for other bodies.

**DOMINION STATUS IN INDIA.**

COMMITTEE DRAWS UP PROGRAMME.

DEBATABLE DEMANDS.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Dec. 23. The conference between the Viceroy, Lord Irwin, and the Indian Nationalist leaders this afternoon, broke down on the main question of Dominion status.

LONDON, Dec. 23. The Indian Central Committee under the chairmanship of Sir Chettur Sankaran Nair formed last year, from the Indian Legislature to work in co-operation with the Simon Commission, has issued a report laying down India's minimum demands.

There are firstly, an explicit declaration that full Dominion status for India is the goal at which the British Government aims.

Secondly, an immediate substantial step towards that goal by conferring upon the provinces a liberal measure of autonomy, and making the Government of India responsible to the Legislature.

Finally, the Government of India Act must be amended to enable Dominion status to be achieved without further enquiries, statutory commissions, etc.

The committee believes that this may be the "last opportunity for the British Government to acquire the support of all the saner and more responsible elements of Indian opinion." It winds up in the hope that a combination of ideas with the Statutory Commission the Indian Central Committee may found a solution of the grave and "most intricate problems."

Further Demands. The Committee details recommendations for provincial autonomy, and the allocation of the respective functions of Governors and Governor-Generals.

It requires that the present electorate be doubled immediately, and the whole adult population compulsorily enfranchised by 1931.

Also, it recommends the abolition of communal electorates, except in the cases of Europeans, Anglo-Indians, and the depressed classes. It also alludes to the widespread belief that the British Army will be maintained as a weapon to keep India in subjection, and therefore recommends "as an experiment" that provincial governments be granted the right to raise a local army to maintain internal security.

Regarding the Central Government, the Committee proposes that all subjects except for the defence of India, and foreign relations, should be transferred to the control of Ministers responsible to the Legislature.

Without the Governor-General's sanction the Legislature should be incompetent to deal with public debt, public revenues, and religious affairs, British defence forces and foreign relations.

It recommends that the Indian Office transfer to the Government of India powers to raise loans to recruit services; and adds that the Secretary of State should be assisted by two Indian under-secretaries, at least one of whom should sit in Parliament.

Finally, a military college, and a Supreme Court should be established in India.

**Delhi Outrage.**

London, Dec. 23. Replying to Mr. Baldwin and Sir John Simon regarding the New Delhi outrage, Capt. Wedgwood Benn read a message from the Viceroy to the King which said, "I regret I have to inform Your Majesty that an attempt was made this morning to wreck my train by exploding a bomb under it, as we were approaching Delhi. Luckily no harm was done, and few of us realised what had occurred. I hope Your Majesty therefore will not be disturbed by exaggerated reports."

Sentiments of the House voicing profound thanks that Lord and Lady Irwin and the staff providentially escaped from injury from the dastardly outrage were voiced, and passed.

**Viceroy's Hopes.**

NEW DELHI, Dec. 23. Many local residents mistook the sound of the bomb explosion for guns fired in honour of the Viceroy's return, hence when Lord and Lady Irwin arrived at the new Viceregal House, the municipality were unaware of the outrage, and presented their address.

Lord Irwin, replying, dealt with the fact that the centre of Imperial rule had returned to Delhi. He paid tribute to the architects, Sir Edwin Lutyens and Mr. Herbert Baker, whose work at New Delhi formed a worthy setting for the Viceroy's residence. He said that the Viceroy would be under providence to (Continued on next column.)

**THE NIGERIAN RIOTS.**

EXPLANATION FROM OFFICIALS.

WOMEN IN THE VAN.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In the House of Commons at question time Dr. Drummond Shiels dealing with the recent disturbances in Southern Nigeria stated that a mob of women armed with sticks, arrived at Opobo on December 16 and cut off the District Officer and 12 police from the rest of the town, leaving the Europeans defenceless.

A platoon of troops under Lieut. R. M. Hill arrived, and the mob was pushed back by troops.

After giving over ten warnings, and as attempts were being made to snatch rifles from the troops, and the district officer being attacked Lieut. Hill ordered the troops to fire.

Nineteen women and one man were killed and ten women died of wounds. Eight women were pushed in the river by the rush of the mob and drowned.

Officers on the spot were satisfied that the opening of fire was the only possible course open to save life and property.

Chief Jaja states that the plan was drawn up on the assumption that the women would not be fired on. The women were to rush the officials, and the men would then loot the factories.

The only other casualties were at Abako, where the police were compelled to fire on a frenzied mob. Six women were killed.

European ladies were assaulted in the riots at Aba on the 10th.

The general situation is now well in hand.

**FRANCE AND NAVAL CONFERENCE.**

A VERY FORMIDABLE DELEGATION.

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 23. A Cabinet meeting to-day nominated the following delegates to the Naval Conference in London.

M. Tardieu, M. Briand, M. Leygues, and M. Pietri (all Cabinet Ministers), M. Fleuriot (Ambassador to London).

The assistant delegates will be M. Massigli, head of the French Services to the League of Nations, M. Moysset, Professor of the School of Naval Warfare, and the Prime Minister's Chief of Cabinet. The Cabinet also decided that the delegation would have the assistance of any special advisers whom the Chamber or Senate might select.

achieve the full destiny of India among the Dominions of the Empire.

He trusted "that the qualities of unity of design and beauty, joined to vigour in execution may ever be reflected in the work of those who labour here in the service of India."

**Later.**

One arrest is reported in connection with the bomb outrage near New Delhi.

**The Official Account.**

NEW DELHI, Dec. 24. The official account of yesterday's conference between the Viceroy and the Indian Nationalist leaders says that the discussion was limited to the function of the proposed conference in London. It was stated on behalf of the Congress Party, that His Majesty's Government should announce that the purpose of the conference was to draft a scheme for Dominion Status, but the Viceroy pointed out that it was impossible to pre-judge the action of the Conference, or to restrict the liberty of Parliament.

It is unofficially stated that Gandhi and Motilal Nehru insisted that Dominion Status should be immediately granted, but Sir Tej Sapru and Mr. Jinnah thought that such a grant should be urged and argued at the conference.

**Arrests in Lahore.**

LONDON, Dec. 24. There have been seven arrests here in connection with the attempt to assassinate the Viceroy. This was after a house to house search. The arrested persons include the brother of Jatin Dhanabhai who recently died in prison from hunger-striking, two workers connected with the Nationalist Congress camp, and some prisoners who are active members of the League of Youth.

**CHINA'S PIRACY EVIL.**

BRITISH GOVERNMENT VIEW.

NAVY DOING ALL THEY CAN.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. Mr. Henderson speaking on the question of banditry in China, said that H.M. Government had in no way contributed to the ransom money paid to bandits by British subjects in China in the last three years.

Mr. Alexander, First Lord of the Admiralty, said he was satisfied that everything possible was being done by His Majesty's Navy to prevent piratical outrages on British merchantmen in China.

As regards methods being adopted to prevent such outrages he pointed out that pirates travelled in any ship disguised as passengers, and the responsibility for dealing with this form of piracy rested primarily on the shipping companies, and the civil authorities ashore.

His Majesty's Navy assisted in suppression of piracy by patrolling the vicinity of well-known bases, such as Bias Bay, in order to intercept pirated ships before they were brought in and abandoned.

A Piracy Committee, under the Governor of Hong Kong, was studying the question, and was constantly urging upon the Chinese authorities the necessity of using every means in their power to locate, and round up the pirates in the villages.

The only additional expenditure on the Navy, due to piracy, was the cost of fuel expended in special patrols.

**ANGLO-SOVIET RELATIONS.**

DIPLOMATIC POSTS RE-ESTABLISHED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. The Department of Overseas Trade announces that on the resumption of diplomatic relations with the Soviet Union it has been decided to re-establish the commercial and diplomatic posts which terminated on the suspension of relations in 1927.

Commercial secretaries of the first and third grade will be stationed at Moscow. The former will be Mr. G. P. Paton, now Consul at Tamsui, Formosa, and the latter Mr. S. Simmonds, Vice-Consul at Constantza, Roumania.

It is anticipated they will take up their duties in January or February.

**ANTI-FASCIST PLOTS.**

ITALO-BELGIAN UNION NOT LIKED!

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Dec. 23. An anti-Fascist plot to assassinate members of the Belgian Royal Family is reported to have been unearthed by the Italian police.

According to the *Indpendence Belge*, the Belgian Premier and two of his colleagues recently received letters threatening them with death if the King of the Belgians consented to Princess Marie Jose marrying the Italian Crown Prince.

The paper also says that an attempt on the lives of the Belgian Royal Family when visiting Italy for the Royal wedding has been planned to be made in Milan.

**AMERICAN PROGRESS.**

DESIRE TO COMBINE PROGRESSIVE METHODS WITH STABILITY.

Washington, Dec. 16. In a nationwide radio broadcast which was also carried throughout England by a re-broadcast arrangement, Mr. Julius H. Barnes, newly appointed head of the federal wheat commission, declared to-day that the progress of America can be halted only for brief spaces if at all.

There is an earnest desire in America, as a result of the recent speculative wave and subsequent crash, to learn methods of progress combined with stability, according to Mr. Barnes. The United States also wishes to contribute something helpful to other nations.

The broadcast was made as result of a special request to the United States from the London Daily Express.—United Press.

**HENDERSON ON HIS METTLE.**

BRILLIANT DEFENCE OF POLICY.

AFFAIRS IN EGYPT.

[BRITISH WIRELESS SERVICE.]

ROGEE, Dec. 23. Sir Austen Chamberlain, who was Foreign Secretary in the late Government, raised in the House of Commons the question of the Government's Egyptian policy. He said that though there was no direct change in the situation in regard to Sudan as a result of the new proposals, there was a contingent promise to allow an Egyptian battalion in certain circumstances to return to Sudan. He regarded that as a dangerous and retrograde step.

The time had not come, if ever it should come, when we could divest ourselves of any part of our responsibility for the Government of Sudan, and share again the responsibility for it with Egyptian people.

If an Egyptian battalion were sent back to the Sudan, would it be made perfectly clear that its continuance there depended solely upon the decision of the British Government; and that if there would be any repetition of offences which led to its withdrawal it would be the prerogative of the British Government, uncontrolled by reference to any other authority, whether in Geneva or at The Hague, to order and enforce its withdrawal?

Referring to Clause Five of the new proposals, providing that each of the contracting parties should undertake not to conclude political agreements prejudicial to the interests of the other, Sir Austen Chamberlain said it was ridiculous to say that the foreign policy of the British Government and the British Empire was to be governed by the interests and circumstances of the Kingdom of Egypt.

He hoped the Foreign Secretary would reconsider the clause based as it was on a mutuality which did not exist in fact. It was proposed that British troops should leave Cairo and Alexandria. Had they the right to go back at once if lives of foreigners in Cairo or Alexandria or elsewhere were threatened? He viewed with profound anxiety the consent of the Government to the removal of those troops.

**Mr. Henderson Talks.**

Mr. Henderson replying, said his policy was the same as Sir Austen's had been when he was Foreign Secretary. His proposals contained one modification as contrasted with the proposals in the Chamberlain-Sarwat Treaty. This concerned the location of troops for the defence of the Canal. Under the Chamberlain-Sarwat proposals the British Government was not prepared to withdraw troops from the interior to the banks of the Suez Canal for a period of ten years. Knowing that the Egyptians did not like to have British troops in occupation of their capital, the present Government did not consider it right to continue occupation for ten years, and decided to terminate it when proper arrangements had been made for troops to be located near the Canal—and located there for the purpose of ensuring the defence of that vital artery of British imperial communications.

This would take from three to five years from the coming of into operation of any treaty that might result from these negotiations, because the Government had determined that the Egyptian Government should satisfy our military authorities as to the accommodation and amenities necessary for the comfort of our troops. He thought that by the time the operation became practicable, the best part of ten years would have gone.

The Government believed it was impossible to keep a military force permanently in the capital of a country we desired to recognise as an independent sovereignty. It was still more difficult to defend such a position if maintenance of a force was advocated, not as a means of protecting the Canal, but of preserving internal order in the country.

With regard to the Sudan, that question had been the subject of prolonged and anxious consideration. From the notes which accompanied the Government's proposals it would be seen that the Government were prepared to examine sympathetically the proposals for the return to Sudan of an Egyptian battalion simultaneously with the withdrawal of troops from Cairo. Viewing the position from the viewpoints of different interest, the Sudan Governor-General had expressed himself strongly in favour of the withdrawal of British troops from the Sudan.—(Continued on next column.)

**CHINA'S VIEWS ON EXTRALITY.**

MR. HENDERSON VERY CAUTIOUS.

WHAT SHOULD HE DO?

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. Mr. Henderson in the Commons to-day, said that he has received no intimation that the Chinese Government intended to abolish extra-territoriality on January 1, but the Chinese Foreign Minister had referred to it as a possibility in conversing with a representative at Nanking of His Majesty's Minister at Peking.

Mr. Henderson declined to answer a question as to what steps he would take if the Chinese Government abolished extraterritoriality.

Egyptian agreement, and was willing to agree to the return of one Egyptian battalion to the Sudan.

**Playing Safe.**

The Government, Mr. Henderson added were most unwilling to agree to anything which might in the slightest degree create danger, however remote, of the recurrence of the deplorable events of 1924. They felt, however, that the conclusion of a Treaty would create an entirely new atmosphere, and ensure that relations between the two countries were inspired by the spirit of genuine co-operation. Mr. Henderson also pointed out that Paragraph Six of the present proposals, as distinct from the Sarwat Treaty, imposed a definite treaty of obligation on Egypt to ensure a due discharge of its responsibilities for lives and property of foreigners in Egypt.

He believed that this proposal was adequate, and if the Treaty was observed in the spirit in which it had been conceived he believed it would be effective.

**Value of Agreements.**

"We proceeded on the lines," said Mr. Henderson "that no agreement can be of permanent value unless credit is given to the Egyptians for a desire to operate an agreement in the spirit in which its provisions have been conceived. Irrevocable restrictions calculated to arouse suspicions, and which would national susceptibilities, have been removed. The purpose, as far as the British Government is concerned, is the establishment of a firm and lasting friendship with the Egyptian people, by removal of those sources of suspicion which in the past have been the cause of so much damage to the interests of both people."

The Government, he said, believed it must regard the declaration of Egyptian independence of 1922 as having made a clean sweep of interference in the internal administration of Egypt. Such interference, in his judgment, could only be maintained by force. A policy of force was hardly worth one moment's discussion. It was a policy for which to-day, no Government would make itself responsible, and no Parliament in this country would support.

He believed that if the present proposals resulted in a Treaty they would open a happier chapter in Anglo-Egyptian relations. It was his firm conviction that such a Treaty, by obtaining for Great Britain the friendship and support of Egypt—especially in times of difficulty and danger—would ensure the security of British imperial communications far more effectively than occupation enforced in the teeth of the opposition of Egyptian people.

He believed that, through its newly elected Government, Egypt would reciprocate the spirit of friendship and faith which had been reposed in them in recent months by representatives of "this nation."

**Points in the Debate.**

Mr. Winston Churchill expressed the opinion that acceptance of the Treaty in its present form, and the withdrawal of troops from Cairo was likely to lead to bloodshed in Egypt and a dangerous situation in the Mediterranean.

Sir Herbert Samuel thought it most desirable that a draft Treaty be carried out in the interests of the British Empire as well as Egypt.

Mr. Hugh Dalton, Foreign Under-Secretary, declared that the rate of removal of troops from Cairo and Alexandria would depend primarily upon the speed with which the Egyptian authorities created the required amenities in the Canal Zone. He trusted that the Nationalists had enough commonsense to know that Mr. Churchill was now out of office, and that Egypt had to deal with different men, propounding new principles.

He refuted the "panic suggestion" that the Treaty would enable foreign armies to invade Egypt, and pointed out that Egypt would be protected by the League Covenant. The debate was adjourned.—(Continued on next column.)

**Telegrams in Brief.**

The Argentinian Government has accepted an offer from Messrs. Baring Brothers of a loan for £5,000,000 available on January 1, 1930.

Mr. Edge, the American Ambassador to Paris, an ex-newspaperman, cabled inviting all newsmen in Atlantic City to be his guests at his annual New Year's dinner to his former comrades.

M. Le Brix has cabled to Paris that he and Rossi had to jump from their plane with a parachute owing to bad weather. They landed on a mountain near Moulmein. Rossi was slightly hurt, but Le Brix landed safely. The plane and mails were destroyed.

**MR. SNOWDEN AND NEXT BUDGET.**

NOT INCLINED TO GIVE PROPHECIES.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In view of "removing any industrial uncertainty regarding the procedure in the event of the silk, sugar, McKenna and safeguarding duties being repealed in the next Budget," Mr. Philip Snowden to-day made a statement that he declined to anticipate the Budget but said that if the silk and sugar duties were repealed some scheme of rebates would be devised to meet the position of holders of duty-paid stocks.

Regarding the McKenna safeguarding duties, the drawbacks on duty-paid exports would continue to be paid. The Chancellor said that he had already stated that various safeguarding duties would not be renewed after the period for which they were imposed.

**MR. STIMSON BACKS YOUNG PLAN.**

SUPPORT FROM GERMANY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Dec. 23. Mr. Stimson, in the course of his daily talk to newspapermen, expressed gratification at the defeat of the opposition to the Young Plan.

Germany, he said, still felt strongly that the Young Plan would prove beneficial to a general stabilisation of economic conditions. Europe had also expressed its pleasure at the settlement of Sino-Russian difficulties.

**OSCAR CHU CHIN ASCHE.**

FORTUNE-MAKING PLAY REVEALATION.

"I must have drawn well over £200,000 in royalties from 'Chu,'" writes Mr. Oscar Asche in "Oscar Asche, His Life, by Himself." "And every one connected with 'Chu' made a fortune. Some kept it, I didn't."

This marvellous production, "Chu Chin Chow," ran at His Majesty's Theatre from August 31, 1910, to July 22, 1921—a total of 2,235 performances. It became a part of London, and a part of Mr. Asche.

His book is extraordinarily well done, and reflects a man who loves life and lives it passionately, who takes hard knocks and gives them, and who worships his profession. It is packed with "amusing anecdotes," which definitely amuse, and with genuine interest, from his boyhood in Australia, through his days with Benson and Tree to the crash of "The Good Old Days" at the Gaiety, which involved him in bankruptcy.

Mr. Asche describes how this play succumbed to a combination of insufficient capital to carry it over the gloom caused by Queen Alexandra's death, and—chiefly—to an organised attack by a section of the first-night audience. "One critic who gave the show a good notice, Hannon Swaffer, wondered who had paid these interrupters... and only the other day I discovered who the organised gang of wreckers were. One of them confessed the whole affair."

**"Absurd" Salaries.**

Mr. Asche attacks the modern theatre from all sides—the buildings themselves, the absurd salaries paid to "stars," the incapacity of the managers, and the "playgoers," as distinct from the "theatre-goers," who wants to be entertained and not to think, and who has no love for the art of the theatre.

He thus compares the cinema and the typical theatre:—"The cinema and the talkie is at present in the same position as a well-lighted, beautifully decorated and appointed restaurant, where rather inferior food is served on good china with spotless napery, glass, and plate by polite waiters... and all at cheap prices."

"The theatre is as a rather dilapidated eating house, cold and draughty, where food of the best quality is served on chipped, greasy crockery, cutlery... and the playgoers are the only patrons." Now which would you patronise?



# Sports News

## REFEREE'S DUTY TO LINESMEN.

WHEN CO-OPERATION BENEFITS ALL.

[Here is another of the series of articles being contributed by Mr. Arnold Joseph, the famous referee, to the "Daily Express," London.]

A referee should be fit in the truest sense of the word. That is one of the essentials for competence, but, however fit and speedy a referee may be, there are times when it may be impossible for him to give a decisive ruling on a particular point.

Since the offside law was changed to "two men" I have often been asked for my opinion. My experience is that the game was never so fast, and never was there a greater need for speed among referees. To be "up with the ball" throughout a game is a physical impossibility, so the result is every game is controlled by three officials.

The one in the centre of the field might be called the lucky one, but it is good to know that before entering the arena a clear, working understanding is arrived at. It will no doubt be surprising, as well as interesting, to many followers of the sport to know that this is so, as we often hear remarks passed by some who are not aware of the arrangement.

After the severe snowstorm last year, which made several grounds unplayable, we had to act on pitches which were coated with a thick layer of mud. It was impossible to move about on this with the necessary speed, so the need for a working harmony of all three officials was more essential than ever.

The ball was kicked well up the field from a scrum in the goalmouth, and again lifted down the centre to the centre-forward, when the whistle went for offside, though I had not had time to move from the penalty area.

### Blow My Whistle.

Standing on the halfway line was one of my linesmen, and he, being in an excellent position, as requested, immediately signalled to me, with the result that I blew my whistle. His decision was not approved in the manner it should have been, but he was perfectly honest, as well as being quick.

A somewhat similar incident occurred in a match played recently, where once again the conditions of the ground were not conducive to quick movement. The ball was kicked up the field from a hot moment in the goalmouth, and reached the centre-forward. He was quite in play, and proceeded to head the ball back, where he beat the back and took a long shot. The ball hit the crossbar, bounced to the ground, was caught by the goalkeeper, who had turned round for it, and was then kicked out.

The whole movement was so rapid that I could not get into position to give a decided judgment whether the ball had been over the line. Here, once again, my linesman was able to assist.

Observing that he had followed up the final movement—he was near the corner flag when the shot was made—and seeing him still in that position, I looked to him. Without any hesitation whatever he pointed to the centre, thus awarding a goal, and I readily confirmed his decision.

The work of a referee can be made much more enjoyable and fair to both teams when he has the ardent co-operation of his linesmen, and I am pleased to say my experiences have always been pleasant in this direction.

This is the understanding I have with my two colleagues: I ask them to follow up with the ball if it is on their wing, and watch each other. If one is up, then the other will go down the field. I keep as near the scene of play as possible.

Never should all three officials be at one end of the field at the same time. When the play is in the penalty area, one at least should

be at the half-way line in case of a sudden breakaway, for that is what usually happens.

It may be of interest to know that among the many instructions given to referees is one that reads: "The referee must take cognizance of his linesmen in all matters reported to him which may have escaped his notice, and deal with them as if he had actually seen them."

### Tactical Handling.

With a working understanding between all three officials the control of games can always be made most satisfactory.

Though many of the laws governing Soccer are specific and clearly defined, it is almost impossible to provide for every emergency, with the result that at times incidents occur which require tactical handling by the referee.

Law 13 deals with the duties and power of the referee, and part of it with a very important subject—ungentlemanly conduct.

Often during games I have heard players calling to each other concerning their policy—which is quite in order sometimes, though there are times when a shout may be misinterpreted by an opponent in the immediate vicinity. In such case the player who shouts may be deemed guilty of ungentlemanly conduct. To admonish him and carry out the law, however, might give him an advantage. It is therefore not always wise to carry out the wording of the law. It might be better to make a quiet request to the offender. If, however, a repetition took place, one would immediately suppress such conduct.

There are numerous incidents which may all be treated under this point of law, and only recently I was asked by a *Daily Express* reader for my opinion on an incident which is said to have occurred, but which I can scarcely imagine happening.

A player shot for goal. The ball was entering the top corner of the net, and the goalkeeper, not being able to reach it, lunged his hat at it and deflected it over the bar. Law 4 grants the referee power to award a goal if, in his opinion, the ball would have passed under the bar if it had not been displaced. There is, however, no mention of any act of this nature.

### Ungentlemanly Conduct.

There is only one line of action which the referee could take with the utmost confidence, and that would be concerning the action of the goalkeeper in such a case as this, and its relation to ungentlemanly conduct.

Strange to say, shortly after the game was over, before me the words of a goalkeeper, who, realising that a player was about to shoot at goal, threw his cap at the ball, and it is stated, caused the player to miss an open goal.

So keen are the Football Association on having Soccer played in the proper spirit, that a decision of the international board states that "Linesmen, where neutral, shall call the attention of the referee to rough play or ungentlemanly conduct, and generally assist him to carry out the game in a proper manner." That being so, I should deem any actions of a goalkeeper similar to those already mentioned as gross ungentlemanly conduct.

It may be of interest here to note that Law 13 states that in the event of any ungentlemanly behaviour on the part of a player, the offender, or offenders, shall be cautioned, and if any further offence is committed, or in case of violent conduct without any previous caution, the referee shall order the player, or players, off the field.

(Continued on next Column.)

## GOLF.

### ROYAL HONG KONG GOLF CLUB.

#### STARTING TIMES FOR CHRISTMAS DAY.

9.24 a.m.	M. H. Turner and E. Des Vaux.
9.29	W. D. Harris and O. D. Brown.
9.32	P. Morrison and W. W. Mackenzie.
9.33	A. E. Lissaman and E. D. Lawrence.
9.40	I. H. Geare and L. R. Andrews.
9.44	A. C. I. Bowker and J. Collis.
9.45	H. Gordon and A. H. Penn.
9.52	V. M. Grayburn and E. D. C. Wolfe.
9.56	W. J. Roberts and G. E. Towns.
10.00	A. P. Bungey and J. W. Alabaster.
10.04	E. M. Bryden and D. S. Robb.
10.05	W. G. Lorimer and J. Forbes.
10.12	Capt. Davison and J. L. MacPherson.
10.16	W. A. Butterfield and G. W. Sewell.
10.20	D. S. Edward and D. J. Ellis.
10.24	C. Eager and W. J. Clerk.
10.28	F. Ellis and E. D. Black.
10.32	C. Mycock and J. M. McCreedy.
10.35	A. H. Alexander and O. E. C. Marton.

#### Boxing Day, December 26.

9.24 a.m.	O. E. C. Marton and L. G. S. Dodwell.
9.28	A. D. Humphreys and O. Eager.
9.32	H. J. Ireland and H. Spicer.
9.36	E. Davidson and E. D. Matthews.
9.40	T. Grant and H. Hampton.
9.44	C. Mycock and J. S. Dykes.
9.45	W. J. Roberts and W. A. Butterfield.
9.52	G. Davidson and L. R. Andrews.
9.56	I. H. Geare and A. H. Ferguson.
10.00	L. H. Ruffin and E. D. Lawrence.
10.04	T. C. Monaghan and E. Des Vaux.
10.08	A. B. Purves and A. O. Brown.
10.12	C. W. Jeffries and S. T. Bulfin.
10.16	R. Stuart and J. W. Alabaster.
10.20	A. C. McCreedy and N. H. Procter.
10.24	H. G. Sheldon and C. C. Black.
10.28	R. H. Wild and J. P. Sherry.

When the game has been temporarily stopped for ungentlemanly conduct, the correct method of resumption is by dropping the ball at the spot where it was when play was suspended. If, however, the player is ordered from the field of play, then a free kick must be awarded. It should be noted that a goal may not be scored direct from this free kick.

Persistent infringement of any of the laws of the game is ungentlemanly conduct within the meaning of the law. A player may inquire from a referee as to his decision, but is not entitled by word or action to show dissent from any such decision. A referee is required to treat breach of this instruction as ungentlemanly behaviour. Both these are decisions of the international board.

These are but a few of the many incidents which may be treated as ungentlemanly conduct.

## ENGLISHWOMAN SINGS HUNGARIAN MUSIC.

### MISS ASHETON'S RECITALS.

Last week-end, at the Repulse Bay Hotel and also at the Jewish Club, a novel vocal and violin recital was given by Miss Dawn Asheton and Mr. Laszlo Schwartz. Both audiences greatly appreciated the programmes submitted, and the artists are giving two more recitals this week, when they will no doubt repeat their success.

The universal vogue of Hungarian music dates back to the introduction of the Rakoczy March, of which the Liszt as well as the Berlioz version are played all over the world. Then came in quick succession Liszt's long array of

interpreter of folk and character songs, to first introduce to the English-speaking musical world the original Hungarian lyrics as well as those translated for her by her fellow-artist, Laszlo Schwartz, the eminent Hungarian violinist-composer.

Long before Miss Asheton ever visited Hungary she was a great lover of its quaint and spirited songs. At the end of her first world tour the English artist went to Hungary, bent on drawing closer to the spirit of its folklore. It was after meeting the leading



AN IMPRESSIONISTIC STUDY OF MISS ASHETON.

Hungarian Rhapsodies, which have won more staunch enthusiasts for the cause of Hungarian music than even the famous Brahms Hungarian dances. In our own time Korbay, too, presented to the singing world his arrangements of a fine collection of Hungarian folksongs, but, like the aforementioned contributions, Korbay's arrangements consisted only of folk music. The same holds good regarding much of the recent Bartok and Kodaly collections. It fell to the lot of an English artist, Dawn Asheton, and world-famed coloratura soprano and

where.

## PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below—

SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

### PREMISES TO LET.

GODOWNS TO LET—2 GODOWNS AT PRATA EAST, GLOUCESTER ROAD, about 7,400 and 8,500 Ft. Each, Opposite to Kwong Sang Hong, Ltd. FACTORY and 1 GODOWN at WHITEFIELD ROAD, about 4,000 Ft. Next to Kwong Sang Hong, Ltd. Glass Factory. Please apply to KWONG SANG HONG, LTD. [6702]

### WANTED.

WANTED To Buy or on Long Lease A HOUSE with Tennis Court, PEAK DISTRICT.—Apply ELDON POTTER, PRINCE'S BUILDING. [6776]

### LOST.

LOST—Near Upper Peak Tram Station, BLACK ALSATIAN DOG aged 5 Months, Answers to Name "JIMMY". Will Under Please come to [6776]

### HOUSES TO LET.

TO LET—FLAT, No. 1, KELLY STREET, THE PEAK. Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Moderate Rent.—Apply DEACONS, PRINCE'S BUILDING. [684]

TO LET—CAMBAY BUILDINGS SECOND FLOOR, No. 5 No. 365, NATHAN ROAD, Kowloon. Apply to JEREDIT FONCIE, DEPT. OF EXTREME-ORIENT, 412 FLOOR, FRENCH BANK BUILDING. [6872]

### MISCELLANEOUS.

PEARLS at KOMOR & KOMOR. Owing to the Excellent Business done Mr. KOMOR has had to send for Fresh Supplies of PEARLS, and in consequence, has decided to extend his Visit until DECEMBER 31. See This [6876]

### FOR SALE.

FOR SALE or TO LET—From MARCH 1st, Modern Six-Roomed HOUSE on THE PEAK. Three Bedrooms and Three Bathrooms. In the event of Sale there is a Seven Per Cent. Mortgage which it may be possible to carry on.—Please apply to Box 8639, c/o Hong Kong Daily Press. [8639]

SELECT Your CHRISTMAS GIFTS for Your Friends at SING'S 55, QUEEN'S ROAD CENTRAL, Pretty Silver-plated Ware, Handsome Silk Articles. Best Value. [6863]

### POSITION WANTED.

YOUNG GIRL Wants Employment as NURSERY GOVERNESS; can teach Piano and First Lessons. Would live in.—Address Box 8602, c/o Hong Kong Daily Press. [6862]

## LOCAL FOOTBALL.

### K.O.S.B. RES. EASY WIN AT SOOKUNPOO.

#### H.K. LEAGUE—DIVISION II.

K.O.S.B. Res. 9 R.A. Res. 0  
Playing in the junior division of the Hong Kong League yesterday at Sookunpo, the K.O.S.B. ran up a very big score against the R.A., the margin at the close being nine clear goals.

The K.O.S.B. had matters much their own way, but Lawrence in goal for the R.A., although beaten nine times, saved several scoring shots. Crawley opened the score after eight minutes play. Stevens then ran through the defence and the same player beat Lawrence again before the interval with a shot from well outside the penalty area.

Half-time: K.O.S.B. 3, R.A. 0.

Two corners to the K.O.S.B. in succession opened the second half of the game. Toal got his head to a centre from Geggie and beat Lawrence. Stevens came through and with a shot from the penalty line beat Lawrence. Toal snapped up a pass from Crawley and sent in a fast shot, Lawrence letting the ball through his legs. Geggie cut in and sent in a low shot, Lawrence pushed the ball against the upright and from the rebound the ball entered the goal.

The ninth goal came from a centre by Geggie, Toal heading in to give Lawrence no chance.

Result:—

K.O.S.B. Res. 9  
R.A. Res. 0

The R.A. lost Gough about halfway through the second half and for the rest of the game the Gunners played ten men only.

The K.O.S.B. team were all workers and kept the Gunners on the defence. Flowers, Seal and Rodgers were the pick of the R.A.

#### Holiday Matches.

Sunday Herald Cup Competition on Hong Kong F.C. Ground at 3.30 p.m. to-day:—

Portugal v. Chinese, Referee: Mr. F. Smith; Linesmen: Sergt. Bunting and Edg. Cook Kidd.

To-morrow:—

England v. Scotland, Referee: Cpl. Evans; Linesmen: Messrs. Lawrence and Mose.

## CRICKET.

### K.C.C. v. NAVY XI.

All day match on Thursday at the K.C.C. ground starting at 11 a.m. K.C.C. team:—W. Brace (Capt.), F. Goodwin, E. C. Fincher, E. F. Fincher, N. H. Ross, F. Zimmermann, A. C. Hung, F. E. Lawrence, G. A. V. Hall, A. T. Lee, A. W. Ramsay. Umpire:—A. W. Bliss.

Scorer:—Capt. Lathwaite.

Royal Navy team:—Commander F. C. Baker, Eng. Lieut. C. R. P. Bennett, Squadron Leader C. Bounphrey, Lieut. G. Cobb, Stoker T. Cross, Sub-Lieut. C. L. L. Glass, Able Seaman S. N. Laslett, Lieut. Comdr. E. W. B. Sim, Comdr. E. G. Stanley, Lieut. F. M. R. Stephenson, Lieut. J. P. Wright.

## PAID COLLEGE ATHLETES.

### VAST SUMS EARNED BY STUDENTS' TEAMS.

American academic quarters have been thrown into turmoil by a report recently issued by the Carnegie Foundation for the Advancement of Teaching. On the basis of a careful investigation of conditions in the whole of the country the Foundation says that a large number of leading American colleges are paying undergraduate athletes for participating in supposedly amateur inter-collegiate sport, and especially football. These payments, in most cases, come from the pocket of wealthy alumni as outright donations, though in many instance athletes are given salaries of one sort or another by the college or by the undergraduate athletic association.

In some cases promising players are subsidised for years while still students in preparatory schools. The competition between institutions for the services of some exceptionally skilled youngster sometimes reaches the stage of open bidding, and hardly any secret is made of the money transactions in connection with sport that is supposed to be on a strictly amateur basis. A few institutions are exonerated by the Carnegie Foundation, but that the condition described is general has been widely known to followers of athletics for many years.

One clue to these conditions is probably to be found in the vast sums now earned by a successful football team. Yale University, which is among the very few found not to be buying athletes, had a gross income from football last year of more than \$200,000 and a net income, which is roughly identical with profits, of \$108,800. Harvard had a net income of \$24,000, and at least five other colleges earned \$100,000 each. With such huge sums coming into the coffers, and with earnings depending largely upon possessing a brilliant and successful football team, perhaps it would be quite not to expect some part of this money to find its way into the pockets of the young men who make the enterprise possible.

Continued at foot of next column.

**A wisehead—**  
the head that's sleek and smooth all through the day. A little Anzora in the morning is all that's necessary to keep your hair healthy and in good condition.

**ANZORA**  
Masters the Hair!

Anzora Cream for greasy scalp. Anzora Viola for dry scalp. Sold by Drug-gists, Hardware, or from Our Hong Kong Agents—The Colonial Dispensary, 14, Queen's Road Central, Hong Kong. See list of agents on page 10 of this issue.



# SHOPPING GUIDE

## Felix Hat Shop

**DECEMBER SALE**  
FELT HATS from \$6.  
JUMPER SUITS from \$20.  
AFTERNOON GOWNS  
**GREATLY REDUCED.**  
7, Ice House St.

*Macintosh's*

*Men's Wear Specialists.*

Alexandra Bldg. Des Vaux Road.

## PIGGILY WIGGILY

TEAS & REFRESHMENTS.  
HOME MADE CAKES

The Home of Fashion  
CHILDREN'S FROCKS  
LADIES' DRESS MAKING

KAYANALLY BUILDING

## POWELL'S

Gentlemen's Tailors  
and Outfitters.

**BESPOKE ORDERS**  
Executed in 24 Hours.  
10, ICE HOUSE STREET.

## Rolande Sarraut

MODES-COUTURE

HAS REMOVED TO

3rd Floor, PEDDER BUILDING  
ROOM No. 3  
TELEPHONE: C. 2252

Fresh Flowers, Fruit  
and Vegetables

The Clover Flower  
Shop

10, ICE HOUSE STREET

## ALEXANDER'S INSTITUT DE BEAUTE



For the Best Permanent  
Waves, Hair Cutting  
and Manicure for  
Ladies & Gentlemen.

MODERATE CHARGES.

PEDDER BLDG. 1st Floor, Room 5.  
TEL. C. 5169.  
Opposite Entrance H.K. HOTEL.

## BUY FROM US AND SAVE MONEY.

Large assortments of Xmas Cards,  
Calendars, Diaries, Stationery  
Gifts, Streamers, Decorated Papers,  
Fountain Pens for Sale at most  
Reasonable Prices.

**CHE SAN & Co.,**  
58, DES VEAUX ROAD CENTRAL.

## People Who Advertise

Invite Insp'ion  
of their Stocks.

R. S. V. P.

## HONGKONG HOTEL GARAGE

**FOR CAR HIRE**

For HONG KONG: C. 4799  
For KOWLOON: K. 681

## THE DAIRY FARM

ICE HOUSE STREET

**FOR PURE MILK**

**FARM AND  
IMPORTED FROZEN  
MEATS.**  
HOUSE FRO POULTRY

## PERMANENT WAVING

The Most Up-to-date  
Beauty Shop in Town.  
MRS. BETEN. TEL. K. 681.  
PENINSULA HOTEL, EX. 24.

## A. YUN

TAILOR & OUTFITTER  
40, POTTINGER STREET, CENTRAL  
TEL. C. 6060. HONG KONG.

## A SEK & CO. PHOTO-SUPPLIES

26A, DES VEAUX RD. C. TEL. C. 3459

## NAKAMURA MASSAGE

No. 3, DES VEAUX STREET,  
1st Floor, WANCHAI,  
HONG KONG.

**RADIO SUPPLIES**  
ELECTRIC GRAMOPHONES  
AND MOTORS  
SUPER ELTO OUTBOARD  
MOTORS  
RUDGE-WHITWORTH  
MOTOR CYCLES  
TENNIS RACKETS

**RUDOLF WOLFF & KEW, Ltd.**  
54, QUEEN'S ROAD CENTRAL.  
1st Floor. TEL. C. 2173.



**CARDS  
SEALS  
TAGS  
GIFTS  
ETC., ETC.**

DER A. WING & CO. (1923), LTD.

## Madame S. LEITE

Ladies' Wear Specialist.

NEW SATINS AND LACE  
BRIDAL VEILS OF BRUS-  
SELS NET AND TULLE.

ASIATIC BUILDING, 1st Floor  
TELEPHONE C. 4474

QUALITY WITH INTEGRITY

# LANE, CRAWFORD, LTD.

THE DEPARTMENTAL STORE OF THE EAST.

TEL. C. 4567 (6 LINES).

EXCHANGE BUILDING.

ESTABLISHED 1888.

## Tak Cheong

Gentlemen's Tailors, Outfitters  
and Dealers in all kinds  
of Fancy Goods

50, QUEEN'S ROAD CENTRAL  
PHONE: CENT. 1317

A SUIT IS NOT A SUIT  
UNLESS THE CUT IS PERFECT  
AND FOR PERFECT CUT  
GO TO

**AHMED DIN**

4, D'ARQUILLAR ST.  
KOWLOON BRANCH  
PENINSULA HOTEL

## AUCTION!

IF YOU ARE FURNISHING  
AND WANT TO PICK UP  
GOOD PIECES OF EITHER  
EUROPEAN OR ORIENTAL  
MAKE AT ADVANTAGEOUS  
PRICE, GO TO

**LAMBERT BROS.,**  
DUDELL STREET

**HAVE YOUR EYES  
TESTED AND  
FRAMES FITTED**

By

**THE HONGKONG OPTICAL CO.**

Qualified Opticians

53, QUEEN'S ROAD C. TEL. C. 2232

## HONG KONG FURNITURE CO., LTD.

MANUFACTURERS OF  
TEAKWOOD, BLACKWOOD  
AND  
RATTAN FURNITURE.

8, QUEEN'S ROAD CENTRAL

## Mac's Cafeteria

HONG KONG HOTEL

Finest Selection of

**CHOCOLATES**

in FANCY GIFT BOXES

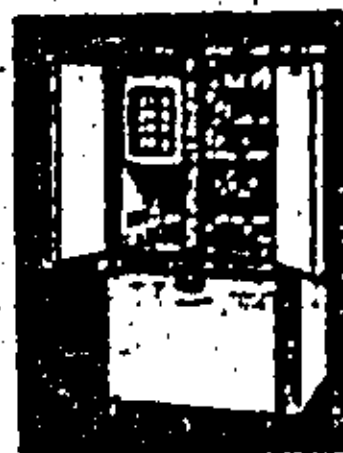
**FRESH CALIFORNIA FRUITS**  
ALWAYS ON SALE

*J. Offmann & Co.*

High Class Jewellers  
Est. 1860

Alexandra Bldg. Chater Road.

## FRIGIDAIRE



Sole Agents

**DODWELL & Co., Ltd.**  
QUEEN'S BUILDING. TEL. C. 1080

## The SUN Co., Ltd.

DEPARTMENTAL STORE

DES VEAUX ROAD CENTRAL

## MAISON DE MODES M-ME D'ORRY.

MODES, ROBES, COUTURE

**CHRISTMAS SALE**  
20% Reductions  
HATS, AFTERNOON AND  
EVENING GOWNS, COATS,  
SMART ACCESSORIES.

18, QUEEN'S ROAD CENTRAL

## BOOK & BIBLE DEPOT.

**CHRISTMAS CARDS  
AND CALENDARS!**

BOOKS FOR YOUNG AND OLD  
LARGE ASSORTMENT OF CHINESE  
LITERATURE.

2, WYNDHAM STREET.

## P. Q. Box 1, Hong Kong

is the Address. Write an Order for  
the *Weekly Press* to be sent you  
for Three Months or Thirty Years.  
The first will cost you \$3.75, and  
the Annual Subscription is \$12.

## H.K. TRANSFER & LIGHTER CO.

FURNITURE REMOVALS  
AND GENERAL TRANS-  
PORT BY TRUCK OR  
LIGHTER.

ST. GEORGE'S BUILDING  
Tel. C. 3639  
K. 1422

## BRUNSWICK HOUSE

**BRUNSWICK  
PANATROPES  
AND  
RECORDS**

17, ICE HOUSE STREET  
TEL. C. 4038

## HELEN WILLS MARRIED.

COMPOSED, AS USUAL.

[THROUGH REUTER'S AGENCY.]

Berkeley, Cal., Dec. 23.

Miss Helen Wills and Mr. Fred  
Moody were married in the pic-  
tureque little chapel of St.  
Clement at the foot of Berkeley  
Hills. The ceremony was very  
simple, only the bride's and bride-  
groom's parents and the bride-  
groom's brother and sister-in-law  
being present.

The honeymoon is secret, but is  
believed to be in a private yacht.

Miss Wills was very composed at  
the service, which did not contain  
the word "obey."

The bride received hundreds of  
telegrams of congratulation from  
all over the world.

There were masses of beautiful  
flowers from friends and well-  
wishers.

## 7,000 MILES TO FIND A CADDIE.

WEALTHY GOLFER IN  
SEARCH OF A TYRANT.

Mr. Hugh S. Jenkins, of San  
Diego, California, has travelled  
more than seven thousand miles  
with the sole object of finding the  
caddie who went round a Manches-  
ter golf course with him twelve  
months ago.

Mr. Jenkins was for fifteen years  
associated with Mr. Henry Ford at  
Detroit, and was for four years  
managing director of the Ford  
Motor Company in England. He  
is a genius among motor salesmen,  
but is also a golfer.

Golf has its moments of sadness  
when the outlook is a murky grey,  
and for months Mr. Jenkins, the  
golfer, has been facing just such an  
outlook.

He was toying with a niblick in  
his bedroom at the Park-lane Hotel,  
when I saw him, writes a Press re-  
presentative.

The scarlet and gold dressing-  
gown he was wearing failed to dis-  
pel the impression that I was look-  
ing at a stricken man, a man who  
feels his drives and muffs his  
putts.

"He'll Fix Things."

"My game has gone all to pot,"  
he confessed emotionally, and I  
have come to England to find the  
only man who can put me wise.  
I forgot his name, but I am hoping  
that he is still running around at  
the Timperley course near Manches-  
ter, and if he is, well, I guess he'll  
fix things all right."

Mr. Jenkins, former right hand  
man to Henry Ford, gazed wist-  
fully into the middle distance and  
conjured up a vision of the Lan-  
cashire caddie, the only man who  
can bring back joy to his life.

"He was a great tall lean fellow,  
who didn't say much, but he made  
you sit up when he did speak. He  
was a rare tyrant to me, and bullied  
me when I didn't handle my clubs  
to his liking. Gee! I hope I can  
find him again. If I don't, this  
trip will be wasted."

Mr. Jenkins stoutly defended  
American golf courses, American  
professional players and coaches,  
American golf equipment and  
American caddies, and added: "It  
just happens that the man I am  
looking for is the only man who can  
put me wise."

The saddest golfer in the world  
then looked up to me and Manches-  
ter, and muttered: "Gee! I hope  
I'll find him."

## GIRL ELECTROCUTED ON WIRE FENCE.

CURRENT THAT PASSED  
THROUGH WIRELESS  
AERIAL.

With her mother receiving shock  
after shock in her frantic attempts  
to rescue her, a 16-year-old Swans-  
sea girl was electrocuted on a wire  
fence outside her home at Swansea  
last month.

The girl, Hetty Garman, was  
dead when she was at last released  
from the electrically charged wire  
by a neighbour, who knocked her  
off by swinging the wooden gate of  
the house against her.

The girl's brother had come home  
from a cinema, and on entering  
the house complained that he had  
received a shock when trying to  
fasten the gate.

His sister laughed at him, and  
ran out to secure the gate.

A second or so later her mother  
heard the girl screaming "Mother,  
mother, I'm dying!"

The mother rushed out and found  
her lying across the wire fence.  
When the mother attempted to lift  
her off she received a powerful  
shock.

Frantically she seized the girl's  
frock, only to be once more driven  
off by an electric shock.

The wire fence is believed to have  
become charged with electricity  
through a worn electric lead near-  
by touching a wireless aerial,  
which, in turn, passed the current  
through the wire of the fence.

## WORLD

AL CHRISTIE'S  
Comedy  
Riot!  
**NERVOUS  
WRECK**



WEDNESDAY  
AND  
THURSDAY  
AT

2.30, 5.15, 7.15 & 9.20.

## LIFE MARRED BY 507 WORRIES.

SCIENTIST PROBES  
WORLD'S NUISANCES.

The origin and nature of common  
nuisances form the astonishing sub-  
ject of several years' research  
undertaken by Professor Cason, of  
the University of Rochester, New  
York, and recently disclosed at the  
International Congress of Psycho-  
logy.

Professor Cason began his ex-  
ploration of what "annoys" man  
several years ago. He asked a  
large group of men and women to  
tell what annoyed them most. He  
compiled a list of no fewer than  
21,000 annoyances, but, finding  
duplication and many instances of  
spurious annoyances, he curtailed  
the list to 507.

The professor, in order to show  
the comparative force of various  
annoyances, established a scale  
which ranged from thirty—the ul-  
timate in annoyance—down to zero.

Gush and Cockroaches.

Here are some of the annoyances  
the professor listed, with an index  
number to the potency of their  
power to annoy:—

A gushing manner, 12.  
Arguing, 23.  
Continually criticising something,  
23.  
Young person showing disrespect  
for older person, 23.  
Salesmen trying to make sale, 23.  
A person crowding in front of me  
instead of waiting in line, 24.  
Talk of one's illnesses, 20.  
To see an intoxicated man, 22.  
To see an intoxicated woman, 25.  
Hearing jazz, 0.  
To hear vocal practice, 11.  
Whistling to oneself, 3.  
Another person talking during  
motion picture performances,  
19.  
A person looking over my shoulder  
at book or magazine I am read-  
ing, 14.  
To hear a man swear, 17.  
To hear a woman swear, 24.  
To see the bald head of a man, 2.  
To see or hear an animal treated  
cruelly, 22.  
To see or hear a child harshly  
treated by an elder person, 23.  
A dirty bed, 23.  
Flies, 25.  
Cockroaches, 24.  
Sight of a snake, 17.  
To find dirt in food I am eating,  
25.  
To find hair in food I am eating,  
22.  
To smell liquor in breath of a  
person, 23.

Other things which Professor  
Cason found annoyed mankind were  
back-slapping and the disposition  
of some fellow-mortals to "turn to  
childlike modes of behaviour."

All of these foregoing "hates"  
are acquired or learned aversions,  
says the professor, but there are  
some which are inherited and com-  
mon to all. They include the  
screach of a pencil on a slate, dis-  
cord in music, some odours, and  
harsh, grating sounds.

Many persons reported that cer-  
tain forms of conversation annoyed  
them, such as talk of sin, dirt,  
germs, and sex.

Question at Bow County Court:  
Are you not constantly fighting with  
your wife? Man: We haven't had  
a real fight for ages.

Mr. Justice McCardie in the  
King's Bench Division: When I go  
into the country I often wonder how  
the agricultural industry is carried  
out. 2000 persons on the land.

## QUEEN'S

PART TALKING

WITH SOUND ACCOMPANIMENT



**VILMA  
BANKY**

IN

**"THIS IS  
HEAVEN"**

with JAMES HALL

UNITED ARTISTS PICTURE

WEDNESDAY TO SATURDAY

AT

2.30, 5.10, 7.15, & 9.20.

## STAR



FINAL

SHOWINGS

TO-DAY

AT

5.30 & 9.20.

**XMAS DAY  
SPECIAL 2.30**

**ALL-COMEDY MATINEE**  
(Gifts will be Distributed)

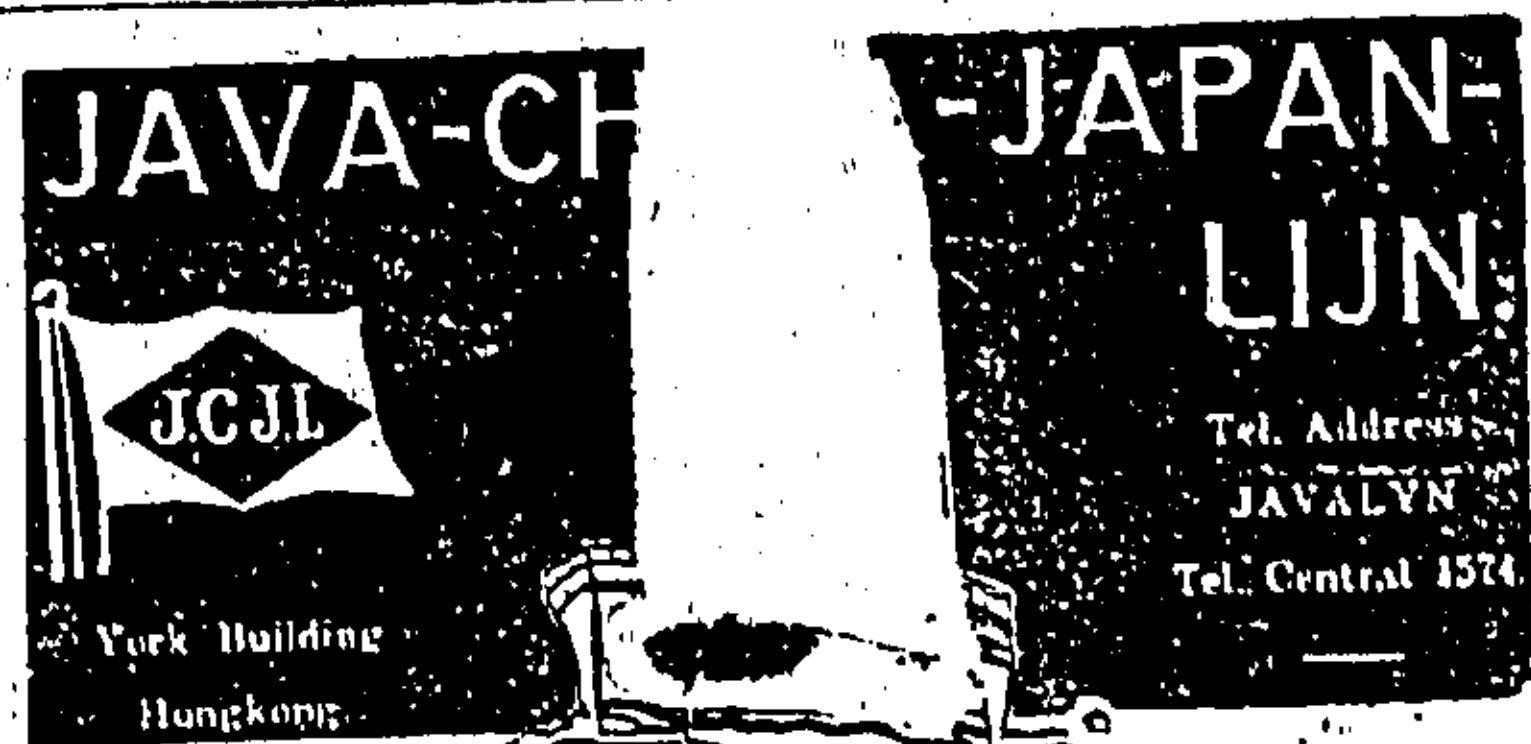
**\$7.50**

will keep you in  
touch with Hong Kong  
news for six months

**AFTER YOU GO AWAY**

and you will certainly  
want to know what is  
happening. Send an  
order for the *Weekly  
Press* to be sent to you.  
We, at 11, Ice House  
Street, will do the rest.





REGULAR PASSENGER & CARGO SERVICE BETWEEN HONG KONG  
SWATOW, AMOY, SHANGHAI, MANILA AND THE DUTCH  
EAST INDIES.

### SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJILBOET	AMOI	29th Dec.	31st Dec.	MANILA, M'KAR & SOERABAYA
TJIKEMBANG	S'hai & AMOI	30th Dec.	1st Jan.	BATAVIA
TJIKARANG	S'hai & AMOI	9th Jan.	11th Jan.	BATAVIA
TJISALAK	AMOI	12th Jan.	14th Jan.	MANILA, M'KAR & SOERABAYA
TJIBADAK	S'hai & AMOI	19th Jan.	21st Jan.	MANILA, M'KAR & SOERABAYA

### NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIKARANG	BATAVIA	25th Dec.	25th Dec.	AMOI & S'hai
TJISALAK	JAVA, MAKASSAR	3rd Jan.	6th Jan.	SWATOW & AMOI
TJIBADAK	BATAVIA	8th Jan.	9th Jan.	AMOI & S'hai
TJISAROKA	JAVA, MAKASSAR	18th Jan.	20th Jan.	SWATOW & AMOI
TJISONDARI	BATAVIA	22nd Jan.	23rd Jan.	AMOI & S'hai

## JAVA.

KAMODIAN—BANDOENG—PAPANDAJAN—  
GAROET—SINDANGLAJA—TOSARI—  
NGAMPLANG—TJISOEROEPAN—  
NONGKODJADJAR WANASARI.

What do these Names mean?

A chain of good hotels in cool mountain-resorts  
in a chain of scenic, volcanic mountains.

All inclusive tours from 3 to 4 weeks, re-  
membered for a life-time.

For particulars apply to:—

**JAVA-CHINA-JAPAN LIJN.**

Agents:—

ROYAL NETHERLANDS INDIES AIRLINES, LTD.  
York Building. Telephone C. 1574.  
1575.  
1555.



## Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE.  
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.  
FARE FROM HONG KONG TO GENOA—£70. 0s. 0d.

### OUTWARD.

Sailings from Europe for S'hai, Japan & Northern Ports:—

M.V. "ERMLAND"	due here on or about the 28th Dec. 1929
M.V. "BURGENLAND"	due here on or about the 9th Jan.
S.S. "ALBERT VOGLER"	due here on or about the 25th Jan.
M.V. "VOTGLAND"	due here on or about the 8th Feb.
M.V. "RAMSES"	due here on or about the 16th Feb.
M.V. "DUISBURG"	due here on or about the 3rd Mar.

### HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg  
via Manila, Singapore, Colombo & Port Said:—

S.S. "OLDENBURG"	sailing from here on or about the 9th Jan.
M.V. "ERMLAND"	sailing from here on or about the 23rd Jan.
M.V. "BURGENLAND"	sailing from here on or about the 25th Jan.
S.S. "ALBERT VOGLER"	sailing from here on or about the 25th Feb.
M.V. "VOTGLAND"	sailing from here on or about the 11th Mar.
M.V. "RAMSES"	sailing from here on or about the 25th Mar.

\* Calling also at Marseilles.

For Freight, Passage and further Particulars, please apply to

**JEBSEN & CO.**

12, Pedder Street. Agents. Tel. C. 4754.

## Money and Markets

### CANTON TRADE NOTES.

The price of rice in Hong Kong has risen a little lately as supplies are not abundant and there has been a brisk demand by Shantung merchants.

The price of gold has dropped to about \$7 a mace. Goldsmiths alleged that business is disappointing this year especially at the present time. The recent drop in price is attributed to the fall of the Hong Kong dollar and the lack of buying power by the public.

Prices of sheet copper and brass are high and stocks are short. Latest quotations for foreign sheet copper vary from \$80 to \$90. Chinese copper from \$70 to \$90 and Chinese brass about \$200. Sheet copper and brass are used extensively in Canton for making kitchen utensils, the metal coming chiefly from Japan. Demand by country merchants is small at present.

Now that the situation in Canton is again normal, the cotton yarn market has revived after being dead for some time. Since the recapture of Wuchow by the Canton troops, there has been but a moderate demand from the West River district. The price of fine cotton yarn has fallen a little due to lack of demand. According to a Shanghai telegram, the market there is normal.

Oyster oil is one of the chief products of Chungshan district and large quantities are being exported. Canton, Hong Kong, Shanghai and abroad, largely in the latter case, for overseas Chinese. The price has gone up considerably, being \$3 per catty or \$300 per picul. Oyster oil is also produced in Pao-on and other districts but the price is about \$200 per picul being inferior to that produced in Chungshan, in quality and taste.

The price of fire-wood is still very high in Canton and Hong Kong owing to shortage of supplies. In Hong Kong, firewood of superior quality is sold at nearly \$3 per picul, the highest price for years. A limited quantity is imported into Hong Kong from Malaya from time to time but the chief supplies come from the country districts along the East, West and North Rivers. Firewood merchants state that the prices will drop in the immediate future as large shipments are expected to arrive in Canton in a day or two.

Chinese shipping firms are suffering very heavily owing to the repeated warfare. Shipping along the West River is especially disappointing. Every owner of vessels on the Canton-Wuchow run complains of losses and two firms are at the verge of bankruptcy. The long spell of drought when the rivers were nearly dry also had a bad effect. On the East River, for instance, the water is now only a little over a foot deep above Wai-chow, where navigation has been considerably handicapped. The dry season has also damaged agriculture and the vessels have less cargoes to transport.

[Daily Share Quotations will be found on page 4 of this issue.]

### THE PRIVACY OF A TELEPHONE.

IMPORTANT RULING IN AMERICA.

San Francisco, Dec. 18.—It was learned to-day that the Federal Court in San Francisco has granted prohibition agents permission to obtain addresses and confidential telephone numbers from the telephone company in order to aid in conducting raids on alleged "dry law" violators.

Information obtained in this way was used for the first time last Saturday. Eight raids were carried out on a basis of this information. Opponents of "enforcing" tactics in prohibition enforcement have already emitted loud protests and it is expected that the matter will be carried to Washington. —United Press.

The R.M.S. Empress of Asia arrived at Kobo on December 24 at 9 a.m., leaves Kobo on the same day at 4 p.m., and is due at Yokohama on December 25 at noon, and will leave Yokohama for Kobe at 3 p.m.

### THE METAL MARKETS.

Messrs. Rudolf Wolff & Co. have forwarded us the following letter, dated November 15, from their London office:—

Markets have been irregular but on the whole a rather firmer tendency has manifested itself and prices for the most part have recovered as compared with those ruling at the close last Friday. The New York Federal Reserve Bank reduced its rediscount rate yesterday from 5 per cent to 4½ per cent.

Tin has been irregular; easier conditions prevailed earlier in the week, when down to \$177 was touched for three months, but the market has since substantially recovered and at the close prices show an advance of \$2 for Cash and \$1.10 for three months, as compared with our last report. Sales in the East during the week amounted to 1475 tons; shipments thence up to the 12th inst. were 4,145 tons, and for the month are estimated at about 10,000 tons. Premiums on Straits and Banka Tin are quoted nominally at \$4 and \$11 respectively. The market had developed a rather oversold condition and prices therefore have the more readily responded to a little improvement in sentiment, the opinion at the same time gaining ground that the comparatively low price should reflect most of the adverse factors in the situation.

Moreover, rumours were current that supplies coming forward over the remainder of the year might not be so heavy as were at one time anticipated, and that in consequence the statistical position would not undergo that deterioration which otherwise would have been the case. Business with consumers both in this country and on the Continent, has slightly improved, and rather more active conditions have prevailed in America, but the market is still subject to the unsettling influences resulting from the continued depression on the New York stock markets. After the severe fall which had taken place, it is not unreasonable that there should have been some recovery, but the outlook has not so far cleared, nor can the future be viewed with such optimism as to warrant sustained advance, unless consumption definitely improves or the market is more strongly supported than it has been hitherto. Until, therefore, the future can be more clearly determined, irregular movements are likely to supervene.

### Copper.

Copper has been irregular. Fluctuations have at times been rather erratic but on the whole comparative firmness has been maintained and the price shows an advance of 12/6d to 15s compared with our last report. The market has at times been fairly strongly supported and the rather better tone has induced some bear covering on a substantial scale, which has resulted in very irregular prices prevailing for intermediate dates which at times, being only sparingly offered, have commanded high premiums; but business with consumers remains dull, buyers displaying some nervousness, for the future is not viewed with very much confidence, considerable apprehension being felt that the unsettled arising out of the situation in America, must sooner or later react on the high price at which Electrolytic is being held. The publication of the American statistics, of which we append some particulars showing a decrease in the refined stocks of 6000 tons but an increase of nearly 20,000 tons in production, did not have any very marked effect on prices.

### WARSHIPS IN PORT.

The following warships were in port yesterday:—  
Basin.—Tamar, Thracian, Sepoy, Petersfield, Marazion, Magnolia.  
West Wall.—Kent.  
In Dock.—Cornflower, Seraph.  
No. 4 Buoy.—Herald.  
No. 5 Buoy.—Hermes.  
No. 6 Buoy.—Cornwall.  
Foreign Men of War.—French gunboat Vigilant.

A new switchboard for stage lighting, the first of its kind in the world, has been installed in the new Streatham Hill Theatre, London. The whole lighting effect for every scene for a whole week can be "set" beforehand by the electrician. One man, by simply moving one lever, can bring even the most complicated combinations of lighting into effect during the performance. The theatre will seat nearly 3000. The prices of the seats are from 1s. 2d. to 7s. 6d., and there are no side seats. Even the last seat in the "balcony" commands a complete view of the stage and of the orchestra. The decorations are in leather and old gold.

## NEW CANAL PROJECT.

AVOIDING PERILS OF FLORIDA STRAITS.

The construction of a 92-mile deepwater canal across Florida as a means of reducing sailing distances and eliminating the bad weather hazards of the Florida Straits passage is advocated by Mr. Carsten J. Torjusen, well known shipping man here, state New Orleans advices. The creation of the canal, it is pointed out, would make possible the establishment of another deep-water port in Florida. Mr. Torjusen said:

"The object of this canal is to make a short cut to the Gulf of Mexico, thereby saving hundreds of miles and millions of dollars, and to avoid the dangerous Florida reefs and Florida Straits for steamers entering and going out of the Gulf of Mexico. It is a well known fact that shipmasters dread the Florida Straits, both day and night, in bad weather, and yet the Straits of Florida is one of the best lighted coasts in the world, and every aid has been put there by the lighthouse service for the benefit of shipping. This canal will prevent the many wrecks, and the grounding of steamers, and be the saving of many lives.

### A Shorter Route.

"This cut canal would be about 62 nautical miles long, and should not be less than 600 feet wide and a minimum depth of 35 feet. The course across land would be about west three-quarters south magnetic. Jetties would have to be built out into deep water at both Ponce de Leon Inlet and on the west coast, these involving about 25 miles, and making the entire channel and the approaches 120 nautical miles. Steamers should be able to go through the canal in about 12 to 14 hours. The course of this canal would be about west-south-west and east-north-east magnetic.

Mr. Torjusen advocates the construction of emergency locks at each end of the canal for use at those times when hurricanes or other unusual weather conditions result in storm tides of more than ordinary magnitude. Ordinarily the canal should be left open, he points out. Railways and highways would be crossed over the canal on bridges.

The average rise and fall of the tide at Ponce de Leon Inlet is two and a half feet, and, quoting the United States Coast and Geodetic Survey, he says: "The result obtained from a line of levels across the State of Florida, from St. Augustine to Cedar Keys, indicates that the average Gulf level in this latitude is about one-third foot higher than the mean sea level on the eastern coast." This information shows clearly that the proposed canal would be nearly a sea-level channel, says Mr. Torjusen.

### Savings.

The distance from Ponce de Leon to Dry Tortugas, says Mr. Torjusen, is about 430 nautical miles. The Gulf Stream current is disregarded because what a steamer loses coming south it will gain going north. Distances to be saved by the proposed canal are as follows: To New Orleans, 852 miles; to Mobile, 950 miles; to Pensacola, 986 miles; to St. Andrews, 1,038 miles; to Gulfport, 900 miles; to Port Arthur, Tex., 768 miles; to Galveston and Houston, 720 miles; to Corpus Christi, 688 miles; to Tampa, 842 miles; to Punta Gorda, 642 miles; to Port St. Joe, 1,028 miles; to Tampico, Mexico, 528 miles; to Vera Cruz, Mexico, 468 miles.

### PASSENGERS.

#### Departures.

The following passengers left by the s.s. Patroclus, for the United Kingdom via ports, yesterday:—  
Mr. A. H. Avers, Mrs. J. M. Avers, Mr. W. W. Cumming, Mr. and Mrs. Hemley and two children, Mr. R. J. Holt, Mr. Jackson, Mrs. Johnson, Mr. and Mrs. Moore, Miss E. M. Moore, Master H. A. Moore, Master N. L. Moore, Miss Lesser, Mrs. Sternberg, Mr. and Mrs. Thompson, Mrs. Stubbings, Mr. Mayo, Mr. Huan Yuan Ping, Mr. Butsch, Mr. E. Prop, Mr. H. O. Maas, Mr. and Mrs. Hasche, Mr. and Mrs. Hayn, Mr. C. Gorrisen, and Mr. D. W. Howell.

Some American War Department documents, recently unearthed revealed that a man who once held the rank of General in the U.S. Army was at another period in his career an Admiral in the Navy. This record was held by Samuel Powhatan Carter, who, after reaching the rank of Captain in the Navy, resigned to take part in the Civil War. After rising from the rank of private to Major-general, he resigned in 1865 to return to his former branch of the service. He retired with the rank of Admiral in 1892. "Admiral-general" Carter died in Washington in 1901, at the age of 71.



## Weekly Trans-Pacific Service

To San Francisco and Los Angeles	To Seattle and Victoria
The Sunshine Belt via Honolulu	The Short, Straight Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Tuesdays
Pres. Madison Tues., Dec. 31, 6 a.m.	Pres. Pierce, Tues., Jan. 7
Pres. Jackson Tues., Jan. 14	Pres. Taft, Tues., Jan. 31
Pres. McKinley Tues., Jan. 28	Pres. Jefferson, Tues., Feb. 4
Pres. Grant, Tues., Feb. 11	Pres. Lincoln, Tues., Feb. 18

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

## Europe and New York Direct

### ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Garfield, Sun., Dec. 29, 8 a.m.	Pres. Harrison, Sun., Feb. 9, 8 a.m.
Pres. Folk, Sun., Jan. 12, 8 a.m.	Pres. Johnson, Sun., Feb. 23, 8 a.m.
Pres. Adams, Sun., Jan. 26, 8 a.m.	Pres. Fillmore, Sun., Mar. 9, 8 a.m.

### To Manila

Pres. Pierce, Dec. 31, 6 p.m.	Pres. McKinley, Jan. 18, 6 p.m.
Pres. Jackson, Jan. 4, 6 p.m.	Pres. Jefferson, Jan. 25, 6 p.m.
Pres. Taft, Jan. 14, 6 p.m.	Pres. Grant, Feb. 1, 6 p.m.

ROUND TRIP FARE—HONG KONG TO MANILA AND RETURN ... H.K. \$140. TICKET VALID 3 MONTHS.

For Bookings, Passenger and Freight Information apply to

12, Pedder Street. Telephone: C. 2477, 2478 and 795.

CANTON BRANCH—4, SHA KAI STREET.

## DOLLAR STEAMSHIP LINE AND AMERICAN MAIL LINE

## FIRST BOOK YOUR PASSAGE

and then send a Chit to 11, Ice House Street, ordering the *Weekly Press* to be sent to you for Three, Six, or Twelve Months—or longer! Enclose Notes or Cheque for \$3.75, \$7.50, or \$15, and

## WE WILL DO THE REST.

### CONSUL STOPS GIRL'S ADVENTURE.

#### PROPOSED ATLANTIC TRIP DRAMA.

#### THE WANDERLUST.

COWES.—How the police and an American consul, acting on the instructions of her parents, prevented a girl of twenty-one years of age joining the 140-ton schooner *Wanderlust* on its adventurous voyage across the Atlantic, has just come to light.

The *Wanderlust*, which is owned and commanded by Captain W. Thompson, of San Francisco, recently left Cowes with a crew of twelve young men. Mrs. Thompson is also on board the vessel, whose cruise will involve crossing the Bay of Biscay from Cherbourg, a call at Madeira, the West Indies and Cuba, and then on to Palm Beach, Florida, which it is hoped will be reached in seven weeks' time.

#### Frustrated Plan.

The schooner was fitting out at Bembridge, Isle of Wight, when the young woman paid a visit, and in a spirit of adventure hastily decided to join the party on the cruise. The schooner, however, had only reached Cowes when her ambition was frustrated. This young girl, the daughter of a Surrey family, had recently come into a legacy of £2,000, and she had to journey to Southampton to obtain an American passport.

Her parents, who were staying at Bournemouth, had meanwhile heard of her intentions, and they telephoned to the Cowes police plainly indicating that they were adverse to their daughter making the trip. A policeman boarded the schooner, but he was informed that the girl had gone to Southampton or London on passport business. Captain Thompson was told by the policeman that the girl's parents objected to her making the trip, but the captain declined to interfere, saying: "It is her own business."

£20 towards the expenses of the cruise I shall not turn her off my ship."

#### Parents Step In.

The policeman then communicated with the American Consul at Southampton, with the consequence that when the girl called there she was politely asked to come again after lunch. She called at the consulate later, and was greatly surprised when she was confronted by her parents, who had hastily made the journey from Bournemouth. She at first declined to accede to her parents' plan to cancel her passage in the *Wanderlust*, but after a heated argument she gave way, and promised not to go.

She returned to Cowes, and, accompanied by a policeman, she went on board the schooner and collected her clothing and other belongings in a couple of suit cases. She then wished the captain and crew "Good luck," and left. She spent the night with some friends at Bembridge, and returned to her Surrey home in the morning.

"Neophobia" is an ailment against which all who have reached middle age ought to do their best to protect themselves, says Dr. Wilmer H. Krusen, president of the Philadelphia College of Pharmacy and the "Quaker City's" former Director of Public Health. "Neophobia," which means "fear of new things," causes men to become set in their ways and be averse from new opinions," he contends. "Its victims find pleasure only in criticising others."

A woman's perfume must harmonise with her complexion, that is fashion's latest pronouncement. "Light flower perfumes are the most suitable for blondes," said a London perfumer, "while brunettes are revealed to better advantage by the heavier perfumes of the Orient. Scents have a strong psychological effect. Dark women feel ill at ease with light perfumes, but are perfectly natural when using heavy ones. Blondes, on the other hand, like lily of the valley, sweet pea, and similar light flower odours. In making perfumes from flowers the flower extract is mixed with a fixative, which retains the original odour."



## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA.

Pres. Garfield, Dollar, Dec. 29.  
Pres. Polk, Dollar, Jan. 12.

## AMOY.

Haiyang, Douglas, Dec. 25.  
Yingchow, B. & S., Dec. 25.  
Tjikarang, J.C.J.L., Dec. 23.  
Anhui, B. & S., Dec. 20.  
Luchow, B. & S., Dec. 20.  
Takada, B.I., Dec. 20.  
Haining, Douglas, Dec. 31.  
Kamsang, Jardine's, Jan. 1.  
Tean, B. & S., Jan. 1.  
Anking, B. & S., Jan. 6.  
Tjialak, J.C.J.L., Jan. 6.  
Shirala, B.I., Jan. 6.  
Tjibadak, J.C.J.L., Jan. 9.  
Talmu, B.I., Jan. 12.  
Hosang, Jardine's, Jan. 19.  
Tjisorca, J.C.J.L., Jan. 20.

## ANTWERP.

Suwa Maru, N.Y.K., Dec. 28.  
Danmark, Manners, Jan. 8.  
Oldenburg, Jansen, Jan. 10.  
Fushimi Maru, N.Y.K., Jan. 11.  
Panama, Manners, Jan. 23.

## AUSTRALIAN PORTS.

Tango Maru, N.Y.K., Dec. 25.  
St. Albans, E. & A., Jan. 3.  
Taiping, B. & S., Jan. 14.  
Aki Maru, N.Y.K., Jan. 22.  
RALTO PORTS.  
Danmark, Manners, Jan. 8.  
Panama, Manners, Jan. 23.

## BALTIMORE.

Urbino, Bank, Dec. 25.

## BANGKOK.

Kalkan, B. & S., Dec. 28.  
Stella-Polaris, B. & N. L., Dec. 28.  
Helias, Thoresen, Dec. 29.  
Kiangsu, B. & S., Dec. 29.  
Helios, Thoresen, Jan. 5.  
Kaying, B. & S., Jan. 5.

## BELAWAN DELI.

Van Heutz, J.C.J.L., Jan. 2.  
Isar, Melchers, Jan. 5.  
Saarbrücken, Melchers, Jan. 11.

## BOMBAY.

Tottori Maru, N.Y.K., Dec. 27.  
Stella-Polaris, B. & N. L., Dec. 29.  
Rajputana, P. & O., Jan. 4.

## BOSTON.

Urbino, Bank, Dec. 25.  
Pres. Garfield, Dollar, Dec. 29.  
Malayan Prince, Furness, Jan. 1.  
Larchbank, Bank, Jan. 3.  
Pres. Polk, Dollar, Jan. 12.  
Tatsuno Maru, N.Y.K., Jan. 14.  
Royal Prince, Furness, Jan. 16.

## BREMEN.

Koenigsberg, Melchers, Dec. 27.  
Van Heutz, J.C.J.L., Jan. 2.  
Isar, Melchers, Jan. 5.  
Saarbrücken, Melchers, Jan. 11.  
Augsberg, Melchers, Jan. 20.  
Panama, Manners, Jan. 23.

## BRINDISI.

Himalaya, Dwell's, Dec. 28.  
Viminale, Dodwell's, Jan. 2.

## CALCUTTA.

Stella-Polaris, B. & N. L., Dec. 28.  
Tilawa, B.I., Dec. 27.  
Akita Maru, N.Y.K., Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Suisang, Jardine's, Jan. 17.  
Takada, B.I., Jan. 19.

## CEBU.

Illinois, S.S.S., Jan. 1.

## CHEFOO.

Huichow, B. & S., Dec. 29.  
Kueichow, B. & S., Jan. 9.

## COLOMBO.

Ammon, Jansen, Dec. 27.  
Koenigsberg, Melchers, Dec. 27.  
Tottori Maru, N.Y.K., Dec. 27.  
Khyber, P. & O., Dec. 28.  
Pres. Garfield, Dollar, Dec. 29.  
Himalaya, Dwell's, Dec. 28.  
D'Artagnan, M.M., Dec. 31.  
Rajputana, P. & O., Jan. 4.  
Isar, Melchers, Jan. 5.  
Viminale, Dodwell's, Jan. 7.  
City of Chester, Bank, Jan. 9.  
Oldenburg, Jansen, Jan. 9.  
Durban Maru, N.Y.K., Jan. 10.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Saarbrücken, Melchers, Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Angers, M.M., Jan. 14.  
Khyber, P. & O., Jan. 18.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## COPENHAGEN.

Danmark, Manners, Jan. 8.  
Panama, Manners, Jan. 23.

## DALNY.

Yingchow, B. & S., Dec. 25.  
Aller, Melchers, Dec. 30.  
Tean, B. & S., Jan. 1.  
Coblentz, Melchers, Jan. 17.  
Franken, Melchers, Jan. 25.

## DUTCH PORTS.

Patroclus, B.F., Dec. 25.  
Ammon, Jansen, Dec. 27.  
Koenigsberg, Melchers, Dec. 27.  
Khyber, P. & O., Dec. 28.  
Suwa Maru, N.Y.K., Dec. 28.  
Isar, Melchers, Jan. 5.  
Danmark, Manners, Jan. 8.  
Diomed, B.F., Jan. 7.  
City of Chester, Bank, Jan. 9.  
Oldenburg, Jansen, Jan. 9.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Saarbrücken, Melchers, Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Emp. of Russia, C.P.S., Jan. 13.  
Pres. Taft, Dollar, Jan. 14.  
Taiping, B. & S., Jan. 14.  
Tjialak, J.C.J.L., Jan. 14.  
Aki Maru, N.Y.K., Jan. 22.

## FOOCHOW.

Haiyang, Douglas, Dec. 25.  
Haining, Douglas, Dec. 31.  
Chipshing, Jardine's, Jan. 12.  
Cheongshing, Jardine's, Jan. 24.

## GENOA.

Ammon, Jansen, Dec. 27.  
Koenigsberg, Melchers, Dec. 27.  
Pres. Garfield, Dollar, Dec. 29.  
Oldenburg, Jansen, Jan. 9.  
Durban Maru, N.Y.K., Jan. 10.  
Saarbrücken, Melchers, Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Antilochus, B.F., Jan. 20.  
Augsberg, Melchers, Jan. 20.

## GLASGOW.

Patroclus, B.F., Dec. 25.  
Antilochus, B.F., Jan. 20.

## GOTHENBURG.

Danmark, Manners, Jan. 8.  
Panama, Manners, Jan. 23.

## HAIPHONG AND HOIHOW.

Chusan, B. & S., Dec. 28.  
Kalkan, B. & S., Dec. 28.

## HAMBURG.

Ammon, Jansen, Dec. 27.  
Koenigsberg, Melchers, Dec. 27.  
Khyber, P. & O., Dec. 28.  
Isar, Melchers, Jan. 5.  
Danmark, Manners, Jan. 8.

## HANKOW.

Diomed, B.F., Jan. 7.  
City of Chester, Bank, Jan. 9.  
Oldenburg, Jansen, Jan. 9.  
Lahore, P. & O., Jan. 11.  
Saarbrücken, Melchers, Jan. 11.  
Ceylon, Gilman's, Jan. 12.  
Augsberg, Melchers, Jan. 20.  
Panama, Manners, Jan. 23.  
Jeypore, P. & O., Jan. 25.

## HONGKONG.

Cyclops, B.F., Dec. 20.

## HONOLULU.

Taiyo Maru, N.Y.K., Jan. 5.  
Tenyō Maru, N.Y.K., Jan. 23.

## ILOILO.

Urbino, Bank, Dec. 24.  
Illinois, S.S.S., Jan. 5.

## JAPAN PORTS.

Delagoa Maru, N.Y.K., Dec. 25.  
Bellerophon, B.F., Dec. 26.  
Bengal Maru, N.Y.K., Dec. 27.  
Hilda, Dwell's, Dec. 27.  
Ermland, Jansen, Dec. 28.  
Mirzapore, P. & O., Dec. 28.  
Takada, B.I., Dec. 28.  
Aller, Melchers, Dec. 30.  
Pres. Madison, A.M.L., Dec. 31.  
Tallyho, B.F., Dec. 31.  
Kamsang, Jardine's, Jan. 1.  
Remo, Dodwell's, Jan. 2.  
Glenahane, Jardine's, Jan. 3.  
Mantua, P. & O., Jan. 3.  
Taiyo Maru, N.Y.K., Jan. 5.  
Pres. Pierce, Dollar, Jan. 7.  
Java, Manners, Jan. 9.  
Burgeland, Jansen, Jan. 9.  
Glenamoy, Jardine's, Jan. 10.  
Kidderpore, P. & O., Jan. 10.  
Talmu, B.I., Jan. 12.  
Mishima Maru, N.Y.K., Jan. 14.  
Pres. Jackson, A.M.L., Jan. 14.  
Tatsuno Maru, N.Y.K., Jan. 14.  
Emp. of Canada, C.P.S., Jan. 15.  
General Metzing, M.M., Jan. 15.  
Karmala, P. & O., Jan. 15.  
Hosang, Jardine's, Jan. 19.  
Glenagary, Jardine's, Jan. 20.  
Pres. Taft, Dollar, Jan. 21.  
Agria, Gilman's, Jan. 23.  
Ixon, B.F., Jan. 23.  
Tenyō Maru, N.Y.K., Jan. 23.  
Albert Voegler, Jansen, Jan. 23.  
Franken, Melchers, Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.  
Suisang, Jardine's, Jan. 17.  
Khyber, P. & O., Jan. 18.  
Takada, B.I., Jan. 19.  
Augsberg, Melchers, Jan. 20.  
Mirzapore, P. & O., Jan. 22.  
Jeypore, P. & O., Jan. 25.

## KALAMANG.

Patroclus, B.F., Dec. 25.  
Khyber, P. & O., Dec. 28.  
Akita Maru, N.Y.K., Dec. 29.  
Pres. Garfield, Dollar, Dec. 29.  
Kutsang, Jardine's, Dec. 30.  
Van Heutz, J.C.J.L., Jan. 2.  
Rajputana, P. & O., Jan. 4.  
Talamba, B.I., Jan. 6.  
Yunsang, Jardine's, Jan. 6.  
Fushimi Maru, N.Y.K., Jan. 11.  
Lahore, P. & O., Jan. 11.  
Pres. Polk, Dollar, Jan. 12.







# CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA AND VANCOUVER

16 Days Hong Kong-Vancouver, 13 Days Shanghai-Vancouver  
10 Days Kobe-Vancouver, 8 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Jan. 15	Jan. 19	Jan. 21	Jan. 23	Jan. 31
EMPEROR OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPEROR OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPEROR OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPEROR OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPEROR OF CANADA	May 19	May 22	May 25	May 27	Jun. 4
EMPEROR OF RUSSIA	Jun. 4	Jun. 7	Jun. 10	Jun. 12	Jun. 21
EMPEROR OF ASIA	Jun. 25	Jun. 28	Jul. 1	Jul. 3	Jul. 12
EMPEROR OF CANADA	Jul. 10	Jul. 13	Jul. 16	Jul. 18	Jul. 25
EMPEROR OF RUSSIA	Jul. 23	Jul. 26	Jul. 29	Jul. 31	Aug. 9
EMPEROR OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 22
EMPEROR OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Aug. 31
EMPEROR OF RUSSIA	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 25
EMPEROR OF ASIA	Sept. 23	Sept. 26	Sept. 29	Sept. 31	Oct. 7
EMPEROR OF CANADA	Oct. 6	Oct. 9	Oct. 12	Oct. 14	Oct. 21
EMPEROR OF RUSSIA	Oct. 19	Oct. 22	Oct. 25	Oct. 27	Nov. 4
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 14
EMPEROR OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 28
EMPEROR OF RUSSIA	Nov. 26	Nov. 29	Dec. 2	Dec. 4	Dec. 11

(Regular Sailing Hour NOON)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Dec. 29, 5 p.m.	Dec. 31	EMPRESS OF CANADA	Dec. 31
Jan. 13, 5 p.m.	Jan. 15	EMPRESS OF RUSSIA	Jan. 15

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES  
PAYABLE THE WORLD OVER  
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS

Passenger Department: Tel. C. 752. Cables: "GACANPAO."  
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

# N.Y.K. LINE

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.  
VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU ... Wednesday, 5th Jan. at 6 a.m.

TENYO MARU ... Thursday, 23rd Jan.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU ... Tuesday, 14th Jan.

IYO MARU ... Tuesday, 28th Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 28th Dec.

FUSHIMI MARU ... Saturday, 11th Jan.

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU ... Wednesday, 25th Dec.

AKI MARU ... Wednesday, 22nd Jan.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Friday, 27th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KAMAKURA MARU ... Thursday, 2nd Jan.

NEW YORK, BOSTON via PANAMA.

TATSUNO MARU ... Tuesday, 14th Jan.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

DUBBAN MARU ... Friday, 10th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Sunday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA.

DELAGO MARU ... Wednesday, 25th Dec.

BENGAL MARU ... Friday, 27th Dec.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: C. No. 292, 3397 and 3321. (Private exchanges to all Dept.)

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 2nd January, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—£125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to & destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1674.

## Shipping News

Daily Statement, Waterfront News, etc.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,600 TONS;  
THROUGH CARGO 20,800 TONS;

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

British	Cargo for	Through
Yingchow	350	—
Canton	1,910	3,080
Shanghai	1,960	—
Haiphong	600	—
Urbino	70	—
Philadelpia	—	50
Shansi	3,100	—
Maungang	—	3,100
American	—	—
Everett	770	600
Tacoma	360	700
Pres. Cleveland	—	—
Golden Sun	200	3,320
Los Angeles	—	1,330
German	—	—
Imar	—	5,400
Yokohama	—	—
Norwegian	—	—
Norviken	200	1,720
Samarinda	—	—
Swedish	—	—
Canton	—	510
Dalny	—	—
Japanese	—	—
Manila Maru	500	2,600
Kobe	—	—
Unyo Maru	350	3,080
Manila	—	—
Daishu Maru	4,470	—
Milke	—	5,320
Total	14,640	20,800

### ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	6
American	3	3
German	1	2
Norwegian	1	0
Swedish	1	0
Japanese	4	3
Chinese	1	0
Danish	0	2
French	0	2
Portuguese	0	1
Total	17	19

### ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—	
New Mathilde (Br.) Hai-phong and Pakhoi	33
Mausang (Br.) Sandakan	14
Pres. Cleveland (American)	60
Manila (Nor.) Samarinda and Sandakan	66
Manila Maru (Jap.) Kobe and Nagasaki	814
Total	1,007

### ARRIVALS.

December 23.

Daishu Maru, Japanese str., 1,861 tons, Capt. T. Tori, from Milke, Yaumati.—M.B.K.

Mau Sang, British str., 2,063 tons, Capt. G. F. Matthews, from Sandakan, lying at Yaumati anchorage.—Jardine, Matheson & Co.

December 24.

Anhui, British str., 2,080 tons, Capt. G. H. Pennefather, from Amoy, buoy No. B11.—B. & S.

Canton, Swedish str., 4,501 tons, Capt. S. W. Hollberg, from Shanghai, buoy No. A3.—Gilman & Co.

Delagoa Maru, Japanese str., 7,148 tons, Capt. S. Hamaguchi, from Singapore, Kowloon Wharf.—N.Y.K.

Hai Yang, British str., 1,363 tons, Capt. W. G. Erwin, from Fochow and Coast, Kowloon Wharf.—Dollar S.S. Co., Ltd.

Hop Sang, British str., 1,359 tons, Capt. P. R. Gay Cuming, from Canton, Kowloon Wharf.—J. M. & Co.

Norviken, Norwegian str., 1,779 tons, Capt. Robert Jensen, from Sandakan, buoy No. B48.—J.C.J.L.

Patroclus, British str., 6,910 tons, Capt. G. T. Clark, from Shanghai, buoy No. A32.—B. & S.

Stella Polaris, Norwegian str., 5,020 tons, Capt. H. Ellisen, from Manila, Kowloon Wharf.—Wallem & Co.

Tango Maru, Japanese str., 6,892 tons, Capt. M. Nakamura, from Nagasaki, Kowloon Wharf.—N.Y.K.

Van Heutz, Dutch str., 2,749 tons, Capt. "Groothoff", from Singapore, buoy No. A4.—J.C.J.L.

Ying Chow, British str., 1,216 tons, Capt. W. G. McKenzie, from Canton, buoy No. C45.—B. & S.

### CLEARANCES

December 24.

Canton, for Manila.

Cheongshing, for Swatow.

Clara Jensen, for Saigon.

Delagon Maru, for Shanghai.

Dux, for Bangkok.

Fingal, for Whampoa.

Haiyang, for Swatow.

Kalgan, for Hoihow.

New Mathilde, for Hoihow.

Oriskany, for Shanghai.

Patroclus, for Singapore.

Prominent, for Saigon.

Shansi, for Ningpo.

Sunning, for Swatow.

Tai Lee, for Taingtao.

Tonger, for Whampoa.

Towa Maru, for Hoihow.

Urbino, for Hoihow.

Utrecthe, for Swatow.

Van Heutz, for Swatow.

Waishing, for Swatow.

Yingchow, for Amoy.

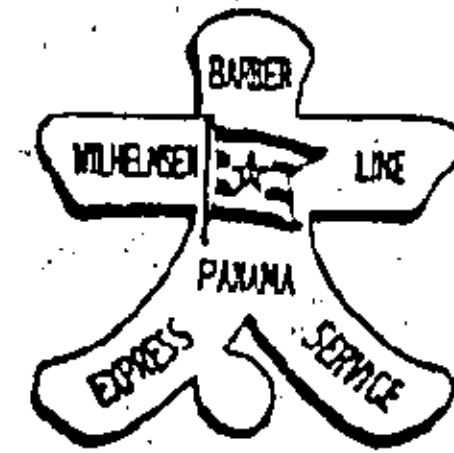
### SHIPS IN HARBOUR.

The following ships were in harbour yesterday:—

Warves.—Kowloon: Manila Maru, Seattle Maru, Delagoa Maru; Holt's: Tathylus; China Merchants: Tai Poo Sek; O.S.K.: Menado Maru; Douglas Laprak: Haiching, Haiyang.

Docks.—Kowloon: Kulsang, Tai Lee, Sui Tai, Hin Sang, Argonauta, Venezia, Hang Sang; Taikeo: Singkong, Kiangsui, Oil Reliance, Taiyo Maru; Cosmopolitan: Hai Hing.

Buoys.—A3 Canton, A4 Van Heutz, A5 Urbino, B8 Sunning, B13 Kalgan, C15 Tai Lee, C17 Lushan Maru, B21 Ribera, A36 Norviken, B32 Waishing, C33 Cheongshing, C33 Clara Jensen, B36 Anzan Maru, C37 Shansi, C39 Biemethaven, C40 Prominent, C41 Helias, C42 Toyo Maru No. 1, C43 Dux, C44 New Mathilde, C45 Yingchow, C47 Helikon, B50 Tonger, A52 Patroclus, C33 Fingal.



## BARBER & WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

For Passenger and Freight information please apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

## BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS (SUBJECT TO ALTERATION WITHOUT NOTICE)

UNITED KINGDOM & CONTINENT

"CITY OF CHESTER" ... London, Rotterdam & Hamburg ... 9th January

NEW YORK, BOSTON & BALTIMORE

"URBINO" ... via Suez Canal ... 25th December

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

"LARCHBANK" ... 8th January

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 11th January

Loa ding for Mauritius, Reunion, Delagoa Bay, Luan, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhassane, Zanzibar, Montsias, Kilindini, Port Folioth, Luderia Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

Telephone: Central 4721.

THE BANK LINE LTD.

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS, JAVA, BUKHARA, GUYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRAGUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government)

Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,114	25th Dec, Noon	Mars, L'don, Hull, H'bg, B'dm, & [A]werp
"RAJPUTANA"	16,568	4th Jan.	B'bay, Mars, L'don.
"LAHORE"	9,304	11th Jan. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KEIWA"	9,135	18th Jan.	Mars, London, B'dm, & A'werp
"MIRZAPORE"	6,715	22nd Jan.	Straits, Colombo & Bombay
"JYPORE"	5,318	25th Jan. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"MANTUA"	10,946	1st Feb.	Bombay, Marseilles and London
"KIDDERPORE"	9,123	15th Feb.	Mars, L'don, Hull, H'bg, B'dm, & A'werp
"MACDONIA"	9,334	18th Feb.	Straits, Colombo & Bombay
"KASHMIR"	9,585	8th Mar. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KALYAN"	9,144	15th Mar.	Mars, L'don, Hull, H'bg, B'dm, & A'werp
"RAWALPINDI"	16,619	19th Mar.	Bombay, Marseilles and London
"MALWA"	10,980	12th Apr.	Bombay, Marseilles and London
"RAJPUTANA"	16,568	26th Apr.	Bombay, Marseilles and London
"KASHGAR"	9,005	10th May	Mars, L'don, B'dm, & A'werp
"MANTUA"	10,946	24th May	Bombay, Mars, L'don.
"KHYBER"	9,114	31st May (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KEIWA"	9,135	7th June	Marseilles & London
"BANPURA"	16,601	21st June	Bombay, Marseilles & London

\* Cargo only. \* Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,006	27th Dec. 3 p.m.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	6th Jan.	do.
"TAKADA"	8,949	19th Jan.	do.
"TALMA"	10,000	28th Jan.	do.
"SHIRALA"	7,841	8th Feb.	do.
"TAKLIWA"	7,936	18th Feb.	do.
"TILAWA"	10,006	3rd Mar.	do.



